VILLAGE OF DOWNERS GROVE
Report for the Village
7/6/2021

SUBJECT:	SUBMITTED BY:
5240 Washington Street, 928 Maple Avenue and 932 Maple Avenue – Planned Unit Development, Special Use and Rezoning	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting approval of a Planned Unit Development, Special Use and Rezoning from DB (Downtown Business) to DB/PUD (Downtown Business/Planned Unit Development) to permit the construction of a 167-unit apartment building located at the northwest corner of Maple Avenue and Washington Street, commonly known as 5240 Washington Street, 928 Maple Avenue and 932 Maple Avenue.

STRATEGIC PLAN ALIGNMENT

The goals for 2019-2021 include *Strong and Diverse Local Economy* and *Steward of Financial, Environmental and Neighborhood Sustainability*.

FISCAL IMPACT

N/A

RECOMMENDATION

Approval on the July 13, 2021 active agenda per the Plan Commission's 4-3 positive recommendation. The public hearing for 21-PLC-0006 was opened on May 17, 2021 and tabled until June 14, 2021. The Plan Commission tabled consideration of the case to allow the petitioner to incorporate changes to the proposal. At the June 14 meeting, the Plan Commission found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Planned Unit Development, associated Zoning Map Amendment and Special Use found in Sections 28.12.030, 28.12.040 and 28.12.050, respectively. The dissenting commissioners expressed that this development was too dense, did not meet the goals of the Comprehensive Plan as a true mixed use proposal and did not fully address traffic safety concerns.

BACKGROUND

Property Information & Zoning Request

The petitioner is requesting approval of a Planned Unit Development, Special Use and Rezoning from DB (Downtown Business) to DB/PUD (Downtown Business/Planned Unit Development) to permit the construction of a seven story, 167-unit apartment building at the northwest corner of Washington Street and Maple Avenue. The subject site consists of three lots that are proposed to be combined. The western lot is known as 932 Maple Avenue and is currently occupied by a commercial office building. The middle lot is known as 928 Maple Avenue and is currently a duplex. The eastern lot is known as 5240 Washington Street

and is occupied by a parking lot owned and utilized by the First Baptist Church. All three lots are zoned DB, Downtown Business.

Development Plan

The applicant is proposing to construct a seven-story building that contains the following features:

- 167 apartment units
  - 25 efficiency units
  - 94 one bedroom units
  - 43 two bedroom units
  - 5 three bedroom units
- 304 enclosed off-street parking spaces
  - 233 spaces on Levels 1 and 2 will be dedicated to residential parking.
  - 71 spaces on Level 1 will be reserved for the exclusive use of the First Baptist Church of Downers Grove.
- Five (5) on-street loading spaces
- Apartment amenities
  - Pool, pool deck, club room, fitness room, pet spa, dog run and bike lounge
- On-site Management Office

The development will be improved with an assortment of high quality materials including painted/stained concrete panels textured with block and brick form liner, fiber cement panels, specialty masonry veneer, prefinished metal panels, face brick and aluminum framed windows. The first two levels along Washington Street and the first level on Maple Avenue will include windows within concrete panels formed to appear as large stone and utility brick. On Maple Avenue, the lobby and office component of the building will be clad with face brick. Additionally, a specialty masonry veneer is used to identify the apartment's main entrance along Maple Avenue.

Compliance with the Comprehensive Plan

The Comprehensive Plan designates the subject property as Downtown Catalyst Site B11 as part of the Downtown Focus Area.

The Downtown Focus Area key concepts include:

- Redevelopment of key sites
- Development that is pedestrian-oriented and walkable.
- Maintain a sense of enclosure
- Maintain a commitment to quality architecture

The Comprehensive Plan identifies the following key features of Catalyst Site B11:

- The area serves as an important transition from Downtown to the adjacent residential areas to the south and east.
- Provides an opportunity for additional multi-family residential that is sensitive to the adjacent height and massing of nearby buildings.

The Comprehensive Plan also places the subject site within the Downtown Functional Subarea - Downtown Edge. This area should be understood as:

- A combination of transit-oriented development, a mixed-use residential and commercial area that seeks to leverage access to public transportation; and
- An area of greater residential density to facilitate a vibrant and energetic downtown while providing economic sustainability to the core.

- Residential development, generally of greater density than elsewhere in the Village should be the predominant desired land use.
- The built form should be consistent with transit-oriented development.
- Buildings should exhibit core characteristics, such as larger buildings, at or near the sidewalk and front property lines and a continuous street wall.

The proposed development meets these Comprehensive Plan goals as follows:

- Reinforces the walkable nature of Downtown by orienting the building towards Maple Avenue.
- Promotes a mix of uses in the Downtown.
- Provides additional residents in close proximity to the Downtown commercial core.

Compliance with the Zoning Ordinance

The petitioner is requesting a Planned Unit Development to account for the requested increase in density from what is permitted in the DB zoning district and to allow 233 parking spaces for the apartments where 234 parking spaces are required. The proposed development meets all other zoning ordinance bulk requirements.

With regard to the parking space, the petitioner's May 17th proposal met the parking requirements, but to address resident concerns about the proximity of this building to the Marquis on Maple building, the lobby layout was revised, which changed the stairwell location in the underground garage, resulting in a one parking space reduction.

Regarding the proposed density for the project, density relief was provided by the Village for the Burlington Station (5100 Forest), Maple on Main (1010 Maple) projects, but not for the Marquis on Maple. Below is a comparison table provided for each development:

Bulk Regulations	Maple and Washington	Maple and Main (1010 Maple Avenue)	Burlington Station (5100 Forest Avenue)	The Marquis (940 Maple Avenue)
Unit Total	167 units	115 units	89 units	55 units
Lot Area	58,501 sq. ft.	37,961 sq. ft.	48,136 sq. ft.	44,704 sq. ft.
Acreage	1.343 acres	0.871 acres	1.105 acres	1.026 acres
Units Per Acre*	124 units/acre	132 units/acre	80.5 units/acre	53.6 units/acre

*Village Code allows up to 54.5 units per acre

As noted above, The Comprehensive Plan specifically recommends that the subject areas should be developed with an area of greater residential density to facilitate a vibrant and energetic downtown while providing economic sustainability to the core. Furthermore, the Comprehensive Plan identified as a key concept for this subarea that residential development, generally of greater density than elsewhere in the Village should be the predominant desired land use.

Lastly, the Zoning Ordinance notes that certain types of developments are appropriate for planned unit developments and that these types will also achieve planning goals. These types include:

- Developments that provide housing variety
- Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another.
- Developments that are consistent with the Comprehensive Plan
- High-quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping.

The proposed development is appropriate for a PUD.

Compliance with the Downtown Design Guidelines

As recommended by the Design Guidelines, the proposed development incorporates the following features:

General

- Windows line the Maple Avenue and Washington Street facades and the materials at the base level wrap around the northern and western side of the building.
- The Maple Avenue and Washington Street façades each provide three planes which provide a visually appealing façade.
- The Maple Avenue façade stands out as a different expression with the introduction of a different building material.
- The corner of this building is articulated through the use of an inset tower feature adorned with partially inset balconies and a variety of building cladding.
- The sidewalk along both Maple Avenue and Washington Street is separated from the building by a landscaped area.
- The incorporation Maple Avenue on-street parking will provide both a visual and physical separation between pedestrians and vehicles.

Base

- The building's base provides windows, knee walls, utility brick, a water table detail, decorative lighting, landscaping and cornice features that create a friendly pedestrian space.

Middle

- Horizontal expressions are established between the second floor and the rest of the residential floors through the use of the water table detail, cornice features, and metal canopies at both the pedestrian and garage entrances.
- The middle of the building includes windows in rhythm with the base level, reflect proportionate shapes and patterns and is visually appealing through detailing, openings and materials. The middle of the proposed building meets these guidelines.
- The windows, inset balconies and protruding balconies are in rhythm with the base level and provide proportionate shapes.
- The proposed amenity deck at the center of the Maple Avenue facade provides a void space in the massing allowing the building to respect the character of buildings directly south of Maple Avenue.

Top

- The proposed cornices vary in height along the Maple Avenue and Washington Street façades giving distinction to the entire building.
- The proposed tower features enhance the corner of Maple Avenue and Washington Street by providing visual appeal and high quality architecture.

Compliance with the Subdivision Ordinance

The applicant will meet all requirements of the Subdivision Ordinance. The applicant will administratively consolidate the three existing lots, provide a Village tree removal fee and provide the required park district and school district donations.

Engineering\Public Improvements

The petitioner is proposing to dedicate three feet of Maple Avenue right-of-way to the Village as part of this project. The Maple Avenue dedication will provide 33-feet of right-of-way on the north side of Maple Avenue

and be in-line with the recent dedications by the Marquis on Maple and Main & Maple developments immediately to the west. Additionally, the applicant will be providing five on-street parking spaces on Maple Avenue, further described in the next section. Due to the anticipated construction impacts on the existing parkway trees along both Maple Avenue and Washington Street, the petitioner will be removing five parkway trees as part of the proposed development. Based on the existing impervious area on the site and the proposed impervious area, the proposed development requires Post Construction Best Management Practices (PCBMPs). Additionally, the existing detention below the current parking lot shall be replaced. Detention will be provided in a stormwater vault located beneath the north side of the parking garage and include a storm sewer overflow pipe.

Traffic and Parking

A traffic and parking impact study for the proposed development was completed by the petitioner. Based on the developments location and transit-oriented development approach, the study projected minimal impact on the existing traffic in the area. The study examined the anticipated traffic increases along the street network; the relationship of the access drives to Maple Avenue and Washington Street; and four intersections: Main Street with Curtiss Street, Main Street with Maple Avenue, Washington Street with Curtiss Street, and Washington Street with Maple Avenue. Based on the proposed improvements, the study found that the additional traffic generated from the development will not significantly affect future conditions on the street network and at the nearby intersections. Additionally, the study found the access drives are placed in an appropriate location so as to not impact the Maple Avenue and Washington Street intersection.

The petitioner will be providing will provide 233 residential parking spaces, in addition to 71 parking spaces for First Baptist Church in a two level partially underground parking garage. As such, the proposed development will provide parking at a ratio of 1.39 spaces per residential where the required by the Zoning Ordinance is 1.4. The additional five parking stalls proposed on Maple Avenue will serve as loading zones for the time period between 7:00 A.M. and 3:00 P.M. Per the petitioner and the submitted traffic and parking study; the parking stalls for residents will be assigned and thus deemed to have a low turnover parking rate. Lastly, the existing parking lot system can accommodate future overnight guests generated by this proposed project.

Review Process and Public Comment

In preparation to appear before the Village Council, the petitioner submitted a total of four design iterations each addressing different concerns highlighted at various review stages. The Village also received numerous communication pieces from the public. This is provided with each Plan Commission staff report. Additional correspondence received after the last Plan Commission meeting is attached.

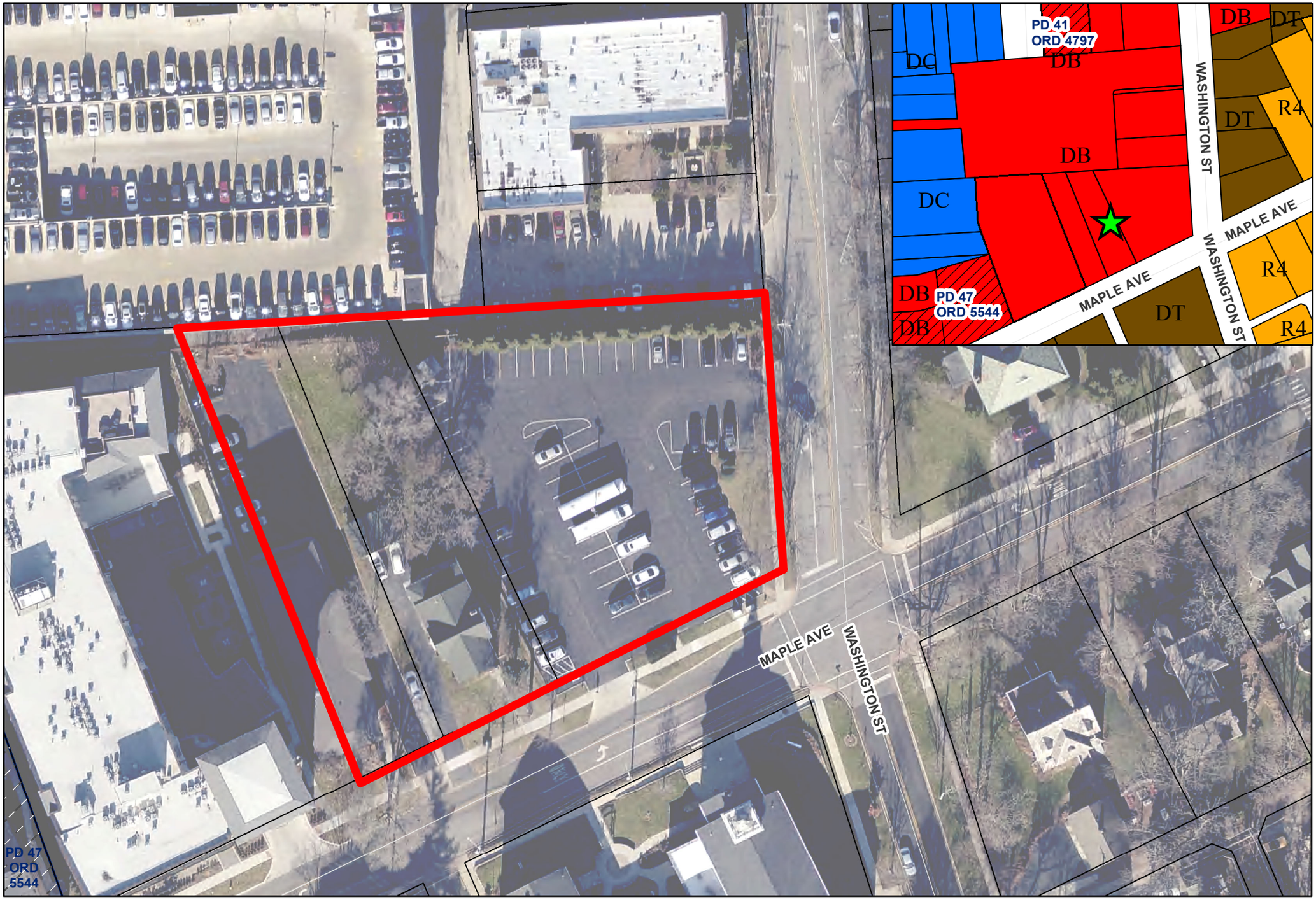
The review stages, concerns, and petitioner's responses are summarized in the table below:

Review Stage	Concerns	Responses
Staff Review (2020 & Early 2021) **Design Iteration #1**	• Lack of material variation. • Appropriate massing required. • Additional articulation necessary • Stronger definition of the building base, middle and top. • Strengthen the pedestrian scale.	• Knee wall details are added. • Base of building is cladded with painted/stained concrete panels textured with block and brick form liner. • Accent lighting is provided. • Cornice elements are added to differentiate the base. • Windows are redesigned to create a rhythm and promote the pedestrian scale. • Inset balconies are added to add articulation.

Review Stage	Concerns	Responses
Neighborhood Meeting (April 14, 2021) **Design Iteration #2**	• Negative impacts on views from the Marquis. • The location of the Maple Avenue garage door will create queuing issues. • Loading areas should be designated as 24 hours. • A pet relief area is missing.	• The northwest corner of the building is pushed south by 12 feet to create additional open views from the Marquis. • The garage door is recessed further into the parking area. • Two of the five parallels spaces are designated as loading zones from 7:00am – 2:00pm. After this time, the spaces are available for 2-hour parking until 6:00pm. • A walking path along the north and west sides of the building are added to the ground area for pet relief.
Plan Commission (May 17th, 2021) **Design Iteration #3**	• Review a new solution for the loading/receiving dock to lessen the impact of traffic. • Provide treatment of the western façade to improve the pedestrian scale of the building. • Review the reduction of density. • Further define the dog run area. • Provide details regarding pedestrian and traffic safety at the intersection and on Maple Avenue.	• All five parallels spaces are designated as loading zones from 7:00am – 2:00pm. After this time, the spaces are available for 2-hour parking until 6:00pm. • The residential floors at the southwest corner of the building are setback 15 feet from the west property line. • The requested density is consistent with existing densities in this area. • The crosswalks at this intersection will include continental design (piano keys). The addition of a traffic light is not warranted based on the traffic study. Designation of a school zone can be reviewed upon request from the Downers Grove Christian School.
Plan Commission (June 14th, 2021) **Design Iteration #4**	• Additional review of traffic and pedestrian safety is required. • The building should include a mixed use component. • Review the reduction of density. • Consider adding visual interest to the north façade.	• The petitioners and the Village will work together to explore signage options for the loading zones. • The market study suggest that a commercial use on the first floor would not be successful due the development's distance from Main St. • The requested density is consistent with existing densities in this area. • The northernmost window on the north elevation has been moved closer to Washington Street and arbor vitae have been added along the north property line.

ATTACHMENTS

Ordinance
Aerial Map
Staff Report with attachments dated May 17, 2021
Staff Report with attachments dated June 14, 2021
Approved Minutes of the Plan Commission Hearing dated May 17, 2021
Draft Minutes of the Plan Commission Hearing dated June 14, 2021
Additional Public Correspondence



0 25 50 100 Feet

Location Map: 5240 Washington Street, 928 Maple Avenue, and 932 Maple Avenue

Project Location

Subject Property

N

ORDINANCE NO. _____

AN ORDINANCE REZONING CERTAIN PROPERTY LOCATED AT 5240 WASHINGTON STREET, 928 MAPLE AVENUE AND 932 MAPLE AVENUE

WHEREAS, the real estate located at 5240 Washington Street, 928 Maple Avenue and 932 Maple Avenue, located on the northeast corner of Maple & Washington, hereinafter described has been classified as "DB, Downtown Business" under the Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner or owners of said real estate have requested that such property be rezoned as hereinafter provided; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition on May 17, 2021 and June 14, 2021 and has made its findings and recommendations all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and

WHEREAS, making due allowance for existing conditions, the conservation of property values, the development of the property in conformance to the official Comprehensive Plan of the Village of Downers Grove, and the current uses of the property affected, the Council has determined that the proposed rezoning is for the public good.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. The Zoning Map of the Village, pursuant to Section 28.12.030 of the Downers Grove Municipal Code, is hereby further amended by rezoning to "DB/PUD, Downtown Business/Planned Unit Development" the zoning classification of the following described real estate, to wit:

PARCEL 1:
PARTS OF LOTS 15 AND 16 OF THE ASSESSORS PLAT OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 16, SAID POINT BEING IN THE CENTER OF MAPLE AVENUE; THENCE NORTH 65 DEGREES 30 MINUTES EAST, 32.47 FEET FOR A POINT OF BEGINNING; THENCE NORTH 11 DEGREES 15 MINUTES WEST, 294.4 FEET TO THE NORTH LINE OF SAID LOT 16; THENCE NORTH 88 DEGREES 30 MINUTES EAST ALONG THE SAID NORTH LINE OF LOT 16 FOR A DISTANCE OF 52.0 FEET; THENCE SOUTH 10 DEGREES 00 MINUTES EAST, 273.2 FEET TO THE CENTER OF MAPLE AVENUE; THENCE SOUTH 65 DEGREES 30 MINUTES WEST, 65 FEET TO THE POINT OF BEGINNING, IN THE VILLAGE OF DOWNERS GROVE, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF LOTS 15 AND 16 OF THE ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
COMMENCING AT THE INTERSECTION OF THE CENTER LINES OF MAPLE AVENUE

AND WASHINGTON STREET, IN THE VILLAGE OF DOWNERS GROVE AND RUNNING THENCE SOUTH 65 1/2 DEGREES WEST IN THE CENTER OF MAPLE AVENUE 155.86 FEET FOR A PLACE OF BEGINNING; THENCE SOUTH 65 1/2 DEGREES WEST IN THE CENTER OF MAPLE AVENUE 68.60 FEET; THENCE NORTH 10 DEGREES 00 MINUTES WEST 273.20 FEET TO THE SOUTH LINE OF LOT 52 NEAR THE EAST LINE OF LOT 16; THENCE NORTH 88 1/2 DEGREES EAST ALONG THE SOUTH LINE OF LOT 52, 56.20 FEET; THENCE SOUTH 251.50 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:
THAT PART OF LOT 15 OF THE ASSESSORS SUBDIVISION OF SECTIONS 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AS FOLLOWS, TO WIT: BEGINNING ON THE NORTH LINE OF MAPLE AVENUE AT A POINT 84 FEET WESTERLY OF THE INTERSECTION OF THE NORTH LINE OF SAID MAPLE AVENUE AND THE WEST LINE OF WASHINGTON STREET, SAID POINT BEING THE SOUTHWEST CORNER OF THE LOT FORMERLY OWNED BY V. FREDENHAGEN; THENCE SOUTHERLY 65-1/2 DEGREES WEST ALONG THE NORTH LINE OF SAID MAPLE AVENUE 50 FEET, MORE OR LESS, TO THE EAST LINE OF ALBERT WETTEN'S LOT; THENCE NORTHERLY ALONG SAID WETTEN'S EAST LINE TO HIS NORTHEAST CORNER; THENCE EAST ALONG MILLER AND BALCOMB'S SOUTH LINE 50 FEET, MORE OR LESS, TO SAID FREDENHAGEN'S NORTHWEST CORNER; THENCE SOUTHERLY ALONG SAID FREDENHAGEN'S WEST LINE 198 FEET TO THE PLACE OF BEGINNING, IN DU PAGE COUNTY, ILLINOIS.

PARCEL 4:
THAT PART OF LOT 15 OF THE ASSESSORS SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AND BOUNDED AS FOLLOWS, TO WIT: BEGINNING AT THE INTERSECTION OF THE WEST LINE OF WASHINGTON STREET WITH THE NORTH LINE OF MAPLE AVENUE, IN THE VILLAGE OF DOWNER'S GROVE, AND RUNNING THENCE NORTH ALONG THE WEST LINE OF WASHINGTON STREET 151.32 FEET TO BALCOMB'S SOUTHEAST CORNER; THENCE SOUTH 88-1/2 DEGREES WEST ALONG BALCOMB'S SOUTH LINE 154.77 FEET; THENCE SOUTH 24-1/2 DEGREES EAST 198 FEET TO THE NORTH LINE OF MAPLE AVENUE; THENCE NORTH 65-1/2 DEGREES EAST ALONG THE NORTH LINE OF MAPLE AVENUE 84 FEET TO THE PLACE OF BEGINNING, IN DU PAGE COUNTY, ILLINOIS.

Commonly known as: 5240 Washington Street, 928 Maple Avenue and 932 Maple Avenue, Downers Grove, IL 60515
PINs: 09-08-306-033; -034 and -035

SECTION 2. The official zoning map shall be amended to reflect the change in zoning classification effected by Section 1 of this ordinance.

SECTION 3. That the rezoning meets the requirements of the Zoning Ordinance as follows:

1. The existing use and zoning of nearby property;
2. The extent to which the particular zoning restrictions affect property values;
3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare;
4. The suitability of the subject property for the zoned purposes;

5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity;

6. The value to the community of the proposed use; and

7. The comprehensive plan.

SECTION 4. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 5. This ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

1\mw\Ord.21Maple & Washington-PUD-Rezone-21-PLC-0006

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
MAY 17, 2021 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
21-PLC-0006 5240 Washington Street, 928 Maple Avenue and 932 Maple Avenue	Special Use, Planned Unit Development, and Rezoning	Flora Ramirez, AICP Development Planner

REQUEST
The petitioner is requesting approval of a Special Use, Planned Unit Development and Rezoning from DB (Downtown Business) to DB/PUD (Downtown Business / Planned Unit Development) to permit the construction of a 167-unit apartment building located at the northwest corner of Maple Avenue and Washington Street, commonly known as 5240 Washington Street, 928 Maple Avenue and 932 Maple Avenue.

NOTICE
The application has been filed in conformance with applicable procedural and public notice requirements.

GENERAL INFORMATION

OWNERS:
First Baptist Church
Maple and Washington Street
Downers Grove, IL 60515

LL Schulz LLC
947 Maple Avenue
Downers Grove, IL 60515

TeachBeyond Inc.
932 Maple Avenue
Downers Grove, IL 60515

PETITIONER:
Opus Development Company, LLC
Paul Robertson
9700 Higgins Road, Suite 900
Rosemont, IL 60018

PROPERTY INFORMATION

EXISTING ZONING: DB, Downtown Business District
EXISTING LAND USE: Multi-Family Residential, Commercial, Parking Lot
PROPERTY SIZE: 1.343 acres (58,501 square feet)
PINS: 09-08-306-033, -034 and -035

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	DB, Downtown Business	Downtown (Business)
SOUTH:	DT, Downtown Transition	Institutional/Downtown (Transition)
EAST:	DT, Downtown Transition	Downtown (Transition)
WEST:	DB, Downtown Business	Downtown (Transition)

ANALYSIS

SUBMITTALS

This report is based on the following documents, which are on file with the Department of Community Development:

1. Application/Petition for Public Hearing
2. Location Map
3. Project Narrative
4. Plats of Survey
5. Engineering Plans
6. Architectural Drawings
7. Building Material Samples
8. Neighborhood Meeting Summaries
9. Traffic and Parking Study
10. Plat of Consolidation

PROJECT DESCRIPTION

The petitioner is requesting approval of a Special Use, Planned Unit Development, and a rezoning from DB (Downtown Business) to DB/PUD (Downtown Business / Planned Unit Development) to permit the construction of a seven story, 167-unit apartment building at the northwest corner of Washington Street and Maple Avenue. The subject site consists of three lots that are proposed to be combined. The western lot is known as 932 Maple Avenue and is currently occupied by a commercial office building. The middle lot is known as 928 Maple Avenue and is currently a duplex. The eastern lot is known as 5240 Washington Street and is occupied by a parking lot owned and utilized by the First Baptist Church. All three lots are zoned DB, Downtown Business. The following is a summary of the proposed development:

Project Summary

Maple and Washington	
Proposed Use	Rental Apartments and Parking Garage for First Baptist Church
Property Size	1.34 Acres (58,501 square feet)
Number of Units	167
Density	352.63 sq. ft. per unit
Floor Area Ratio	4.45
Parking Spaces	234 (residential parking) 71 (church parking)
Building Height	70 feet (7 Floors)

A 305 space parking garage is located on levels one and two. The development will provide 234 residential parking spaces, in addition to 71 parking spaces for First Baptist Church. Along Washington Street, the parking garage appears as two levels, but due to the site topography, the parking area appears as only one level for the majority of the Maple Avenue façade. The two parking levels are not internally connected. The lower parking lot level is a combination of resident and First Baptist Church parking with

access from Washington Street. The second level of parking is entirely resident parking and is accessible from Maple Avenue. Both parking levels include standard, handicap, tandem, motorcycle and compact parking spaces, which meet the requirements of the Zoning Ordinance. The proposed development will provide five on-street parking spaces on Maple Avenue. Three of the Maple Avenue parking spaces will be designated as loading spaces during off-peak hours so that they can be used for deliveries, moving, and garbage collection.

Pedestrian access for First Baptist Church visitors is located at the southeast corner of the building. This entrance does not provide resident access. Resident or visitor access is provided at the apartment lobby and office component located along Maple Avenue. The 167 apartments are located on floors three through seven. The apartments are a mix of alcove (efficiency) units and one-, two- and three-bedroom units.

Apartment amenities include a pet spa on the first level leading to a ground level dog run along the northern side of the property. A bike lounge is located on the second floor. A club and fitness room along with an amenity terrace with a pool and outdoor cooking area are located on the third level with the amenity terrace overlooking Maple Avenue. The sixth level includes an outdoor terrace overlooking Washington Street.

The proposed building will be primarily clad with painted/stained concrete panels textured with block and brick form liner, fiber cement panels, specialty masonry veneer, prefinished metal panels, face brick and aluminum framed windows. The first two levels will include windows within concrete panels formed to appear as large stone and utility brick. The lobby and office component of the building will be clad with face brick. A specialty masonry veneer is used to identify the apartment's main entrance along Maple Avenue.

The residential floors are clad in face brick, fiber cement panels, and prefinished metal panels. While protruding balconies are proposed along the north, east and west facades, slightly inset balconies are located along the Maple Avenue façade and on other secondary facades as well. To further enhance privacy for those units that face the Marquis on Maple development, Juliet balconies (no external access) will be placed along the west side of the subject property where apartments are in closer proximity to units in the north and south towers of the Marquis on Maple.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the subject property as Downtown Catalyst Site #B11 as part of the Key Focus Areas.

The Downtown Focus Area key concepts include:

- Redevelopment of key sites
- Development that is pedestrian-oriented and walkable.
- Maintain a sense of enclosure
- Maintain a commitment to quality architecture

The Comprehensive Plan identifies the following key features of Catalyst Site #B11:

- The area serves as an important transition from Downtown to the adjacent residential areas to the south and east.
- Provides an opportunity for additional multi-family residential that is sensitive to the adjacent height and massing of nearby buildings.

The Comprehensive Plan also places the subject site within the Downtown Functional Subarea - Downtown Edge. This area should be understood as:

- A combination of transit-oriented development, a mixed use residential and commercial area that seeks to leverage access to public transportation; and
- An area of greater residential density to facilitate a vibrant and energetic downtown while providing economic sustainability to the core.

The Comprehensive Plan, additionally, identified the following key concepts for this subarea:

- Residential development, generally of greater density than elsewhere in the Village should be the predominant desired land use.
- The built form should be consistent with transit-oriented development.
- Buildings should exhibit core characteristics, such as larger buildings, at or near the sidewalk and front property lines and a continuous streetwall.

The proposed development also meets other goals in the Comprehensive Plan. These goals include:

- Reinforces the walkable nature of downtown by orienting the building towards Maple Avenue.
- Promotes a mix of uses in the Downtown.
- Provides additional residents in close proximity to the downtown commercial core.

The proposed development will provide a transition from the downtown to the nearby residential areas. The massing of the building takes into account the adjacent developments along Maple Avenue and Washington Street. Along Maple Avenue, the building mimics the courtyard created by the First Baptist Church. Along Washington Street, the façade is stepped back from Washington Street, respecting the smaller building on the east side of Washington Street. The development is oriented towards Maple Avenue and completes the building streetwall along this key thoroughfare. The materials and modern design of the development continues the Village's commitment to quality architecture.

The Comprehensive Plan also encourages Transit Oriented Development to take advantage of transportation opportunities. The proposed development is consistent with the Transit Oriented Development approach as it provides higher density residential uses within a 10-minute walk of the Main Street Metra station.

Lastly, the Residential Policy Recommendations in the Comprehensive Plan notes that future multi-family development should be located near significant activity centers. The proposed mixed-use development is located in the downtown and will attract additional households to the downtown to promote a vibrancy and energy in the downtown.

The proposed development is consistent with the intent of the Comprehensive Plan.

COMPLIANCE WITH THE ZONING ORDINANCE

The three properties are zoned DB, Downtown Business. Per Section 28.5.010 of the Zoning Ordinance, apartments are allowed as Special Uses in the DB zoning district. The petitioner is requesting a Planned Unit Development designation. Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in the table below:

Zoning Requirements

Maple and Washington	Downtown Business Bulk Requirements	Proposed
Lot Area per Dwelling Unit	800 sq. ft. (min)	**352.63 sq. ft.***
Side Setback – North property line	0 feet	6.33 feet
Rear Setback – West property line	0 feet	4 feet (parking levels) 10 feet (residence levels)
Build-to Zone (BTZ)		

Min/Max	0/10 feet	10 feet
Build-to Zone – East property line Washington Street	30 percent	89 percent
Build-to Zone – South property line Maple Avenue	80 percent	95 percent
Corner Build-To Zone	100 percent	100 percent
FAR	N/A	4.45
Building Coverage	N/A	86 percent
Building Height	32 feet (min) / 70 feet (max)	70 feet
Parking Spaces	234	234 (residential parking) 71 (church parking)

* Indicates a deviation from the Zoning Ordinance Requirements

Planned Unit Development Request

A Planned Unit Development is intended to accommodate development that may be difficult to carry out under applicable zoning standards and results in public benefits that are at least commensurate with the degree of flexibility provided. Examples of development types that are appropriate for PUD approval, per Section 4.030.A.1 of the Zoning Ordinance include:

- Developments that provide housing variety
- Developments that are consistent with the goals and policies of the Comprehensive Plan

The petitioner is requesting a 9-inch encroachment into the right-of-way for the easternmost balconies on the southwest corner tower in order to allow for more articulation of this corner feature. The proposed development provides housing variety by providing a variety of apartments with different numbers of bedrooms. Additionally, the development continues to provide an amenity package that is currently limited in the downtown, thus creating additional housing variety in the Village. The residential development helps advance the goals of the Comprehensive Plan by developing Catalyst Site # B11 and other goals as described above.

As noted above the proposal will also designate an additional 71 parking stalls for the First Baptist Church, compensating for the loss of the existing surface parking that provides for 73 parking stalls. The church will control their parking area through a perpetual easement agreement between the First Baptist Church and the petitioner to ensure they are available to the church in perpetuity.

A PUD will also achieve a variety of planning goals as outlined in Section 28.4.030.A.2 of the Zoning Ordinance:

- Implementation of and consistency with the comprehensive plan and other relevant plans and policies.
- Variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices.
- Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another.
- High-quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping.

The proposed development meets the provisions of a Planned Unit Development. The requested density deviation allows for increased numbers of household to locate near the downtown. As noted above, the proposed development implements improvements to Catalyst Site #B11 that are identified in the Comprehensive Plan. The building provides a southeastern gateway into downtown. The development provides a mix of bedroom counts that can accommodate households of different ages, sizes, incomes and

lifestyles. The development is in close proximity to other institutional and civic spaces in the downtown, including the Lincoln Center and two houses of worship along Maple Avenue. The development provides a high-quality building and improvements that are compatible with the surrounding area.

Parking
The Village Zoning ordinance requires 234 parking stalls for the 167 dwelling unit proposal. In addition to meeting this parking requirement, the proposal also designates an additional 71 parking stall for the First Baptist Church, compensating for the loss of the existing surface parking that provides for 73 parking stalls. The petitioner will own the church parking area. However, the church will control their parking area through a perpetual easement agreement between the First Baptist Church and the petitioner to ensure they are available to the church in perpetuity.

Signage
Signage is not part of this petition, and any signage proposed for the development shall comply with the Zoning Ordinance requirements through a separate sign permit application. Specifically, the aggregate sign area for both the church and residential use shall not exceed 300 square feet in total surface area per Section 28.9.050.a. The First Baptist Church will have wall signs along Maple Avenue and Washington Street. Additionally, awning signs will be located over their pedestrian and garage entrances on Washington Street. The residential use will have their signs principally located along Maple Avenue.

COMPLIANCE WITH DOWNTOWN DESIGN GUIDELINES
The Downtown Design Guidelines provide guidance for building design which will assist in creating a vibrant downtown. The guidelines divide the building's design into three sections, the base, middle and top. As recommended by the Design Guidelines, the proposed development incorporates the following features:

General
- Windows line the Maple Avenue and Washington Street facades and the materials at this base level wrap around the northern and western side of the building.
- The Maple Avenue and Washington Street façades each provide three planes which provide a visually appealing façade.
- The facade facing Maple Avenue stands out as a different expression with the introduction of a different building material.
- The corner of this building is articulated through the use of an inset tower feature adorned with partially inset balconies and a variety of building cladding.
- The sidewalk along both Maple Avenue and Washington Street is separated from the building by a landscaped area. Along both streets the sidewalk is connected to a walkway that will run up towards the building's western edge and northern edge.
- The incorporation of on-street parking on Maple Avenue will provide both a visual and physical separation between pedestrians and vehicles.

Base
- The building's base provides windows, knee walls, utility brick, a water table detail, decorative lighting, landscaping and cornice features that create a friendly pedestrian space.

Middle
- Horizontal expressions are established between the second floor and the rest of the residential floors through the use of the water table detail, cornice features, and metal canopies at both the pedestrian and garage entrances.

- The middle of the building includes windows in rhythm with the base level, reflect proportionate shapes and patterns and is visually appealing through detailing, openings and materials. The middle of the proposed building meets these guidelines.
- The windows, inset balconies and protruding balconies are in rhythm with the base level and provide proportionate shapes.
- The proposed amenity deck at the center of the Maple Avenue facades provides a void space in the massing allowing the building to respect the character of buildings directly south of Maple Avenue.

Top

- The guidelines note the top of the building should be an expression of form as the building meets the sky and the roof should give distinction to the entire building. The proposed cornices vary in height along the Maple Avenue and Washington street façade giving distinction to the entire building.
- The proposed tower features enhance the corner of Maple Avenue and Washington Street by providing visual appeal and high quality architecture.

COMPLIANCE WITH THE SUBDIVISION AND DEVELOPMENT ORDINANCE

The Subdivision Ordinance requires that developments requesting special use approval for multi-family developments provide park and school donations to offset the impact of new residential units. The proposed development will include 167 apartments (28 efficiency, 94 one bedroom units, 40 two bedroom units and 5 three bedroom units). The petitioner receives a credit for the two-unit home that is part of the proposed redevelopment. Based upon the number of units and the number of bedrooms, the total donation is $967,671.40 ($867,264.49 to the Park District, $72,563.95 to Elementary School District 58, and $27,842.96 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits.

The existing 58,501 square foot site consists of three parcels. Section 28.11.020 of the Zoning Ordinance requires the construction of a principal structure to occur on a single lot of record. Should the proposed development be approved, the petitioner will be required to administratively consolidate the three lots pursuant to Section 20.507 of the Subdivision Ordinance prior to building permit issuance.

ENGINEERING/PUBLIC IMPROVEMENTS

The petitioner is proposing to dedicate three feet of Maple Avenue right-of-way to the Village as part of this project. The Maple Avenue dedication will provide 33-feet of right-of-way on the north side of Maple Avenue and be in-line with the recent dedications by the Marquis on Maple and Main & Maple development immediately to the west.

The petitioner is proposing to improve Maple Avenue by providing five on-street parking spaces. The five spaces will provide a buffer between the traffic and the pedestrians walking along Maple Avenue. It is anticipated that three of the spaces will be designated loading zones between the hours of 7:00 A.M and 3:00 P.M, while the two remaining spaces will have a 2 hour time limit, until 6:00PM. Outside of these hours the designated loading spaces will also be limited to 2 hour time limits until 6:00PM. The management company will coordinate resident move ins and outs to ensure loading zones are available.

Due to the anticipated construction impacts on the existing parkway trees along both Maple Avenue and Washington Street, the petitioner will be removing five parkway trees as part of the proposed development. The Village is requiring the petitioner to provide a tree removal fee based upon the appraised value of each tree (as determined by the Village Forester) to be removed. In their place, the petitioner will be installing two parkway trees along Maple Avenue and two parkway trees along Washington Street. The petitioner has also agreed to pay an additional $580 per tree that cannot be

replaced in the parkway. The contribution will be used to pay for the placement of a tree in close proximity to the site, as determined by the Village Forrester.

Based on the existing impervious area on the site and the proposed impervious area, the proposed development requires Post Construction Best Management Practices (PCBMPs). Additionally, the existing detention below the current parking lot shall be replaced. Detention will be provided in a stormwater vault located beneath north side of the parking garage and stormsewer overflow pipe. Both items will treat runoff onsite for regularly occurring events. A mechanical water quality unit will be provided between the detention vault and the connection to the Village's storm sewer. The proposed development will comply with the Village's Stormwater and Flood Plain Ordinance.

A new water service and sanitary sewer service will be provided off of main lines located within Washington Street. The Downers Grove Sanitary District conceptually approved the request for sanitary sewer service to this development. Public sidewalks along Maple Avenue and Washington Street will be replaced. Washington Street and Maple Avenue will need re-patching and re-stripping.

TRAFFIC AND PARKING

A traffic impact study for the proposed development was completed by the applicant. The study examined the anticipated traffic increases along the street network; the relationship of the access drives in relationship to Maple Avenue and Washington Street; and four intersections: Main Street with Curtiss Street, Main Street with Maple Avenue, Washington Street with Curtiss Street, and Washington Street with Maple Avenue. Based on the proposed improvements, the study found that the additional traffic generated from the development will not significantly affect future conditions on the street network and at the nearby intersections. Additionally, the study found the access drives are placed in an appropriate location so as to not impact the Maple Avenue and Washington Street intersection.

While the study examined existing conditions in 2021, due to the ongoing pandemic, the traffic counts were compared with previous counts conducted at these intersection in 2019. These counts were then adjusted using the Average Annual Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) to reflect the 2021 base (normal conditions) traffic volumes.

The study found that these intersections currently operate at an acceptable level of service. During the weekday morning and evening peak hour traffic the intersections of Main Street with Curtiss Street, Main Street with Maple Avenue, and Washington Street with Curtiss Street operate poorly due to a high level of volume. The study examined future conditions in 2027 and took into account projected growth throughout the area. Additionally, the study projected that the intersection of Maple Avenue and Washington Street would experience delays of less than three seconds. Overall, the study concluded that the intersections, excluding weekday morning and evening peak hour traffic times, will continue to operate at acceptable levels of service.

With regard to traffic and roadway impacts, staff concurs with the findings of the petitioner's traffic study. The proposed development will have a minimal impact on the adjacent road network.

With regards to the parking garage, the development will provide 234 residential parking spaces, in addition to 71 parking spaces for First Baptist Church in a two level partially underground parking garage. As such, the proposed development will provide parking at a ratio of 1.4 spaces per residential unit as required by the Zoning Ordinance. There is also an additional five parking stalls being proposed on Maple Avenue. Per the petitioner and the submitted traffic and parking study; the parking stalls for residents will be assigned and thus deemed to have a low turnover parking rate. The 71 parking stalls for the church have also been deemed to have a low turnover rate with spaces limited to church school staff and parishioners attending services. Additionally, based on the rates published in the ITE Parking Generational Manual, residential uses less than 0.5 miles to rail transit require a parking ratio of 1.27

spaces per dwelling unit. Under these standards the proposed development supply of 234 parking spaces exceeds the ITE's requirement of 212 parking stalls.

Lastly, it should also be noted that the subject property is strategically located next to several public parking lots and on-street parking spaces that can temporarily accommodate guests. Moreover, the Village contains an established parking lot system where overnight guests can park their vehicles in designated spaces for a nominal fee. There is capacity to accommodate future guests generated by this proposed project.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division of the Fire Department has reviewed the application. Access for the Fire Department will be along both Main Street and Washington Street. A fire hydrant will be provided within 100 feet of the fire department connection. All floors will be equipped with fire alarms and will be sprinkled, as required by Village regulations.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the subject property in addition to posting the public hearing sign and publishing a legal notice in the *Enterprise Newspapers, Inc. (The Bugle)*. Staff has spoken to one resident who was curious about the future development and explained the proposal in detail. A number of public comments have been received via email by staff. Below summarizes the concerns expressed in the correspondence received by staff:

- The development group will be not remain involved with the community after the property is developed and sold off.
- Additional traffic and congestion will be caused.
- There is no designated pet relief area.
- The western building wall is extremely close to the Marquis building and will likely decrease property values.
- The proximity of the garage doors to the street will create queuing issues along Maple Avenue and Washington Street.
- The overall height should be reduced.
- The overall unit count should be reduced.
- Twenty-four hour loading areas should be incorporated.

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on April 14, 2021. A total of twenty-eight residents attended with various comments and questions. The comments varied, but included the effects on property values, light exposure, setback and height requirements, the distance between the Marquis and the residential floors of the newly proposed development, deliveries and trash pickups, traffic, condominium versus apartments status, church area parking, pet friendliness and relief area, location of the courtyard, and timeline for construction. The comments provided at the neighborhood meeting are similar to the comments provided separately to staff. A summary of the meeting and the petitioner's responses from that meeting are attached. Additionally, the following is a list concerns that the petitioner has worked to address.

Residents' Concerns	Petitioner's Response
There are negative impacts on views from the Marquis.	The northwest corner of the building has been pushed south by 12 feet. This will create additional open views for the Marquis.
The location of the Maple Avenue garage door will create queuing issues.	The garage door are been recessed further into the parking area.
Loading areas should be designated as 24 hours.	In order to balance parking space availability for

	visitors, while the need for loading space availability, three of the spaces will be designated loading zones between the hours of 7:00 A.M and 3:00 P.M. After this time the spaces will be available for 2HR parking until 6PM, consistent with the loading areas currently available on Maple Avenue.
An area for pet relief is not included on the property.	A walking path along the north and west sides of the building are being added to the ground level to provide for a pet relief area

In a follow-up to the April 14, 2021 neighborhood meeting, the petitioner met with members of the Marquis on Maple Condominium Board on May 4, 2021 to review some of the changes (noted above) that the petitioner made to the development to address the concerns of the Marquis residents. A summary of that meeting is attached.

The petitioner also held a meeting on April 21, 2021 with the Downers Grove Downtown Management Corporation and Downers Grove Economic Development Corporation. A total of two people attended with six documented comments and questions. Comments included turn over expectations for one bedroom units, potential partnerships with local business, construction schedule and transparency. A summary of the meeting and the petitioner's response from the meeting are also attached.

STANDARDS OF APPROVAL

The petitioner is requesting a Special Use, Planned Unit Development and Rezoning approval for the development of a 167-unit building in the DB zoning district. The review and approval criterion for each request is listed below.

The petitioner has submitted a narrative that attempts to address all the standards of approval. The Plan Commission should consider the petitioner's documentation, the staff report and the discussion at the Plan Commission meeting in determining whether the standards for approval have been met:

Planned Unit Development
Section 28.12.040.C.6 Review and Approval Criteria
The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

a. *The zoning map amendment review and approval criteria of Sec. 28.12.030.I.*
b. *Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
c. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030.*
d. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
e. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

Zoning Map Amendment
Section 12.030.I. Zoning Map Amendment Review and Approval Criteria

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

1. *The existing use and zoning of nearby property.*
2. *The extent to which the particular zoning restrictions affect property values.*
3. *The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.*
4. *The suitability of the subject property for the zoned purposes.*
5. *The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.*
6. *The value to the community of the proposed use.*
7. *The comprehensive plan.*

Special Use
Section 28.12.050.H Approval Criteria – Special Uses
No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*
2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

DRAFT MOTION

Staff will provide a recommendation at the May 6, 2021 meeting. Should the Plan Commission find that the request meets the standards of approval for a Planned Unit Development, accompanying Rezoning, and Special Use staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 21-PLC-0006:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development, accompanying Rezoning, and Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 21-PLC-0006, subject to the following conditions:

1. The Special Use, Planned Unit Development and Rezoning shall substantially conform to the staff report, renderings, architecture plans prepared by The Opus Group, dated April 30, 2021, engineering plans prepared by SPACECO, Inc. dated April 29, 2021, landscape plans prepared by IRG, and traffic plans prepared by KLOA dated April 2, 2021 except as such plans may be modified to conform to the Village codes and ordinances.
2. The petitioner shall consolidate the three lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.
3. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $967,671.40 ($867,264.49 to the Park District, $72,563.95 to

Elementary School District 58, and $27,842.96 to High School District 99).

4. The building shall be equipped with an automatic suppression and an automatic and manual fire alarm system in accordance with the Village's requirements.
5. Prior to the issuance of any building or development permits, the petitioner shall pay to the Village tree removal permit fees subject to verification by the Village Forrester; including an additional $580 contribution per tree that cannot be replaced in the parkway.
6. All signage for the apartment building and First Baptist Church shall conform to the Village's Sign Ordinance.

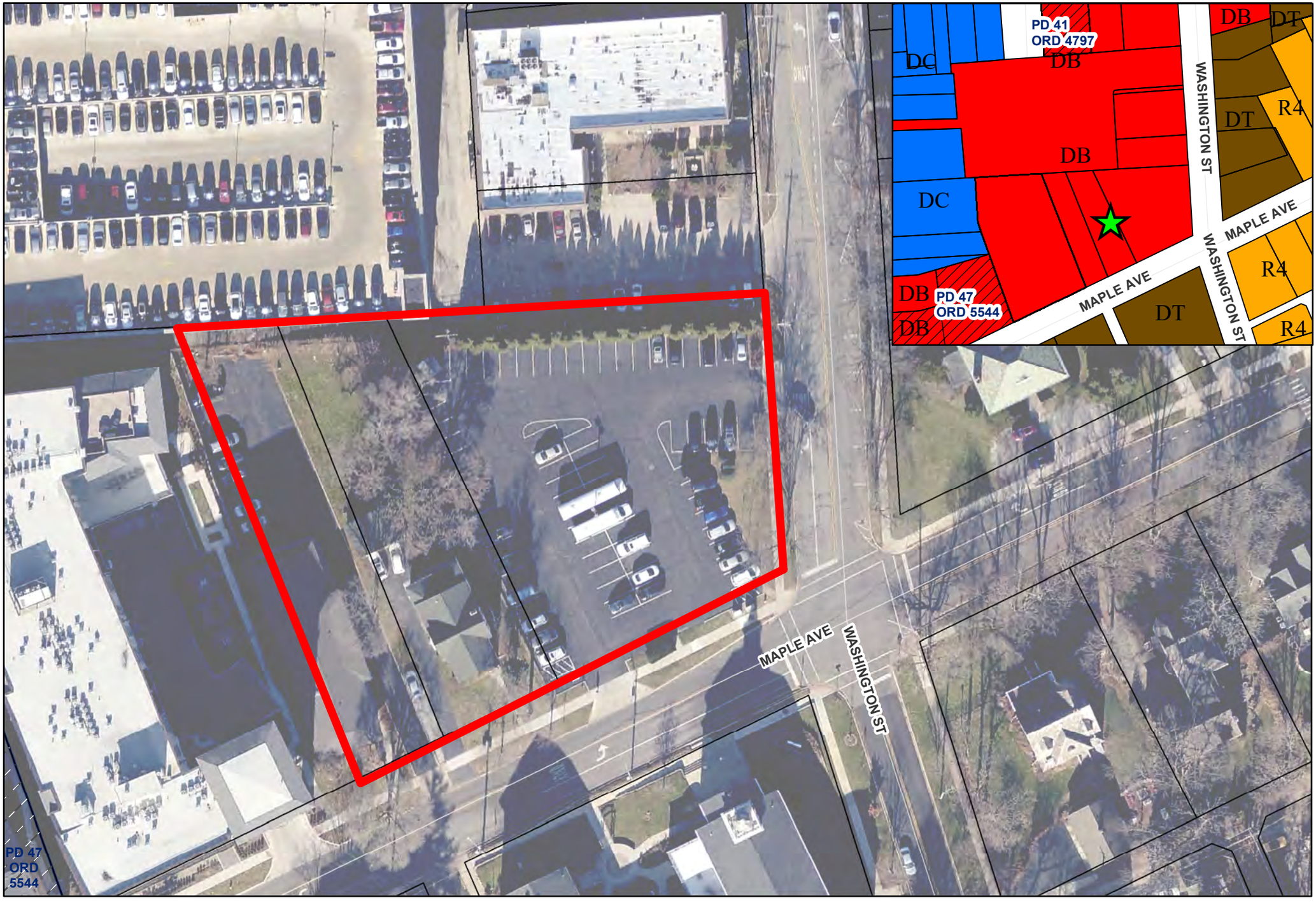
Staff Report Approved By:



_____
Stan Popovich, AICP
Director of Community Development

-att

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0 25 50 100 Feet

Location Map: 5240 Washington Street, 928 Maple Avenue, and 932 Maple Avenue

Project Location

Subject Property

N

PROJECT DESCRIPTION

The petitioner is proposing to construct a 274,000 square foot, seven-story, 167-unit apartment building at the northwest corner of Maple Avenue and Washington Street. The petitioner is requesting approval of a Special Use, Planned Unit Development, and a rezoning from DB (Downtown Business) to DB/PUD (Downtown Business/Planned Unit Development) to permit the construction of the multifamily residential structure. An apartment building is an allowable Special Use in the DB zoning district per Section 5.010 of the Zoning Ordinance and the PUD is appropriate based on the proposed development providing additional housing variety on a catalyst site that promotes the goals and policies of the Comprehensive Plan.

The subject site consists of three lots. The eastern lot is at the corner of Maple Avenue and Washington Street and is currently used by First Baptist Church of Downers Grove as a parking lot with 73 parking spaces. The middle lot is known as 928 Maple Avenue and is currently occupied by a lawful non-conforming single family home that is rented as two residential units. The western lot is known as 932 Maple Avenue and is occupied by a commercial office building. All three lots are zoned DB, Downtown Business.

The petitioner is proposing to combine the three lots and redevelop the property with a seven-story multifamily building containing 167 apartment units featuring the following amenities:

- 28 alcove/studio units
- 94 one-bedroom units
- 40 two-bedroom units
- 5 three-bedroom units
- 305 equivalent enclosed off-street parking spaces. 234 spaces on Levels 1 and 2 will be leased to residents in the building on an assigned basis while 71 spaces on Level 1 will be reserved for the exclusive use of First Baptist Church of Downers Grove.
- On-site management, leasing and maintenance
- Social club room with community kitchen and private dining room
- Heated outdoor pool with multiple seating areas
- Roof deck barbeque area and outdoor kitchen
- State of the art fitness center
- Pet spa
- Secured package room
- Indoor bicycle storage
- Solid surface countertops and stainless appliances

The parking stall count includes the equivalent of 305 stalls, including 20 motorcycle stalls, 6 tandem stalls, and 8 handicap accessible stalls. The proposed development provides five new on-street parking spaces on Maple Avenue. Two of the Maple Avenue parking spaces are designated as loading spaces during off-peak hours to be used for deliveries, moving and garbage collection.

The building design carefully follows the intent of the Village zoning code while respecting the proximity to adjacent residentially-scaled neighborhoods to the south and east. The topography of the site falls almost a full story from west-to-east resulting in six stories above grade on the west portion of the site and seven stories toward Washington Street. The proposed seven-story residential building compliments and matches the character of the recent development to the west while completing the Village block and extending the downtown feel. To the south and east, the building carefully models itself in and out to create visual interest and smaller scale massing. To the east, multiple building step-backs allow the building to step down to a more residential scale as it approaches Washington Street as noted in the Comprehensive Plan for Catalyst Site 11.

The Downers Grove design guidelines and goals are referenced and followed extensively to help create a warm, welcoming and appropriately scaled building. The project incorporates attractive, high-quality materials and details. The building is constructed utilizing wood-framing over a 2-level concrete podium. The exterior is clad in beautiful brick, profiled metal panel, composite siding, and large expanses of glass. The base is a painted/stained concrete panel textured with block and brick form liner with reveals, extensive glass that carries through from the residential tower and extensive landscaping. The residential entry on Maple Avenue is clad in a unique and special masonry veneer to highlight the entry and provide a visual focal point to the project.

Part of the unique challenge along Maple Avenue is to create the urban street wall feel, per the Downtown Business zoning code, while respecting neighbors to the south and provide top quality amenities for the building's residents. The solution envisions the use of a trellis element along the front of the building between the corner residential towers and the indoor amenity space. The trellis feature provides visual screening to the street and neighbors while allowing natural light and ventilation to the pool and outdoor amenity area located at the center of the project on the third level.

The development of this site dramatically improves the current conditions. Beyond the world-class amenities package and market-rate apartment living, the building has a contemporary exterior that will anchor the southeast corner of the block. The project incorporates lush, high-quality landscaping along both Maple Avenue and Washington Street. All entry points along the sidewalks are marked with expanses of storefront glass, unique awnings and distinct lighting and signage.

Review and Approval Criteria

SPECIAL USES

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.050.H Approval Criteria (Special Uses)

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

1. ***That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.***

   Please see additional page with response.

2. ***That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.***

   Please see additional page with response.

3. ***That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.***

   Please see additional page with response.

REVIEW AND APPROVAL CRITERIA
SPECIAL USES

Opus' response to questions.

Question 1:
That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.

The property is zoned Downtown Business (DB). Under Section 5.010 of the Zoning Ordinance, apartment/condo buildings are an allowable Special Use in the DB zoning district.

Question 2:
That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

The proposed multifamily building is desirable to provide a facility that is in the interest of public convenience and will contribute to the general welfare of the community. Redevelopment of this site as proposed will enhance the character of downtown and create a transition from the downtown to the adjacent residential areas to the south and east as recommended in the Comprehensive Plan. Further, the Comprehensive Plan encourages greater residential density in the DB zones to help facilitate a vibrant and energetic downtown. The proposed building will provide additional housing opportunities for people wishing to live in downtown. The increase in the number of residents in downtown has the potential to increase the desirability of the downtown to retailers looking to locate in downtown Downers Grove. The proposed development meets many of the goals and policies outlined in the Comprehensive Plan.

Question 3:
That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.

The proposed multifamily development will not have a negative impact on the health, safety or general welfare of the general vicinity. The development will contribute to the general welfare of the community by providing a variety of housing options in close proximity to the downtown to support nearby businesses. With upscale rental as is being proposed, the product will provide a housing option that appeals to younger households and residents of all ages which is a goal of the Comprehensive Plan.

Review and Approval Criteria

PLANNED UNIT DEVELOPMENT

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.040.C.6 Review and Approval Criteria (Planned Unit Development)
The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

1. ***The zoning map amendment review and approval criteria of Sec. 12.030.I.***
   See the analysis of zoning map amendment review and approval criteria in separate document.

2. ***Whether the proposed PUD development plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.***
   Please see additional page with response.

3. ***Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.***
   Please see additional page with response.

4. ***Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.***
   Please see additional page with response.

5. ***Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.***
   Please see additional page with response.

REVIEW AND APPROVAL CRITERIA
PLANNED UNIT DEVELOPMENT

Opus' response to questions.

Question 1:
The zoning map amendment review and approval criteria of Sec. 12.030.I.

See the analysis of zoning map amendment review and approval criteria in separate document.

Question 2:
Whether the proposed PUD development plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.

The proposed PUD development plan and map amendment is consistent with the Comprehensive Plan as it has been identified by the municipality as Catalyst Site 11 where a multifamily development would be welcomed and would act as a transition from the Downtown to the adjacent residential areas to the south and east. This development would provide transit/pedestrian-oriented housing and create a sense of enclosure at the southeast end of the downtown area. The materials and contemporary design of the development proposed will continue the Village's commitment to quality architecture. The Residential Policy Recommendations in the Comprehensive Plan notes that future multi-family development should be located near significant activity centers. The proposed mixed-use development is located in the downtown and will bring additional households to the downtown to maintain a vibrant and active downtown. The proposed development also meets other goals in the Comprehensive Plan, such as: redeveloping an underutilized downtown site; promotes a development that further enhances the downtown as the cultural and social center of the community; reinforces the walkable nature of downtown; provides additional residents in close proximity to the downtown commercial core; follows transit-oriented development guidelines for downtown redevelopment.

Question 3:
Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.

The proposed project meets several of the PUD overlay district provisions and objectives as found in Section 4.030 of the Zoning Ordinance. The proposed development includes elements that further the following objectives as identified in Section 4.030.A.2 of the Zoning Ordinance: Implementation of and consistency with the Comprehensive Plan and other relevant plans and policies; Variety in housing types and sizes to accommodate households of all ages, sizes, incomes and lifestyle choices; Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another; as well as high quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping.

Question 4:
Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.

The proposed development as a PUD versus traditional zoning allows for the site to provide additional residents to the downtown and create an attractive transition from the downtown to the residential areas south and east. Additional benefits include the the continuation of the Maple Avenue streetwall and the activation of Washington Street. As detailed in the Comprehensive Plan, the importance of public uses (such as churches) cannot be overstated for the continued success of the Downtown and the inclusion of parking within the building for First Baptist Church of Downers Grove

provides for this vital use. The subject site is underutilized and a redevelopment would have a positive impact on the surrounding area.

Question 5:
Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

There are several conditions being requested as part of the approval. The conditions being requested will ensure that the proposed development satisfies all applicable building and fire codes to protect the building and adjacent property owners. The conditions will ensure the building is constructed of high quality material and will follow any approvals granted.

Review and Approval Criteria

ZONING MAP AMENDMENTS

Plan Commission Number & Title: _____

A DETAILED RESPONSE TO ALL OF THE STANDARDS SHALL BE PROVIDED, SPECIFYING HOW EACH STANDARD IS OR IS NOT MET.

Section 28.12.030.I. Review and Approval Criteria (Zoning Map Amendments - Rezonings)
The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors.

(1) The existing uses and zoning of nearby property.
Please see additional page with response.

(2) The extent to which the particular zoning restrictions affect property values.
Please see additional page with response.

(3) The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.
Please see additional page with response.

(4) The suitability of the subject property for the zoned purposes.
Please see additional page with response.

(5) The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.
Please see additional page with response.

(6) The value to the community of the proposed use.
Please see additional page with response.

(7) The Comprehensive Plan.
Please see additional page with response.

REVIEW AND APPROVAL CRITERIA
ZONING MAP AMENDMENTS

Opus' response to questions.

Question 1:
The existing uses and zoning of nearby property.

The three existing properties include a lawful non-conforming residential home, a commercial office building and a church parking lot. All three lots are zoned DB (Downtown Business). The adjacent properties to the north are zoned DB and contains a mixed-use building with first floor office and apartment living above and the Downers Grove municipal parking garage. To the west, are newer multifamily residential buildings zoned DB/PUD. The properties to the south consist of institutional uses including a church, church school and Downers Grove Park District facilities and commercial uses in single-family residential type houses. These properties are a mix of DB and DT zoning. Properties to the east have commercial uses in single-family residential type houses and are zoned DT. The proposed multifamily residential development with DB/PUD zoning is consistent with the adjacent developments and the existing DB zoning designation.

Question 2:
The extent to which the particular zoning restrictions affect property values.

The proposed rezoning to DB/PUD is consistent with adjacent DB/PUD zoning and will not negatively impact property values. The proposed multifamily residential building may improve property values as this development will replace a private parking lot and replace two underutilized structures, one of which is a lawful non-conforming single family residence. The PUD overlay restrictions will ensure a high quality building is constructed on the property. As identified in the Comprehensive Plan, the development of this Catalyst Site 11 may lead to additional development in the area.

Question 3:
The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.

The proposed rezoning will not negatively impact property values or the public health, safety and welfare of the community or neighborhood.

Question 4:
The suitability of the subject property for the zoned purposes.

Currently, the property is zoned Downtown Business (DB) with the proposal to rezone to DB/PUD. The existing lawful non-conforming single-family use is not a suitable use in the DB zoning district, as single-family residential is not a permitted use in the DB zoning district. Apartments are an allowable Special Use in the DB zoning district. The property is suitable for a multifamily development as identified in the Comprehensive Plan. This site is suited for a multifamily development which will help promote a vibrant downtown and provide diverse housing options in downtown near the Metra train station as demonstrated by similar recent downtown multifamily developments.

Question 5:
The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.

The subject property is not vacant. The existing private parking lot is utilized daily by First Baptist Church of Downers Grove and the commercial property is currently occupied. The occupied single family residence is not an appropriate use in the DB zoning district. The overall property is underutilized and would benefit from improvements as promoted in the Comprehensive Plan and the zoning district classification table.

Question 6:
The value to the community of the proposed use.

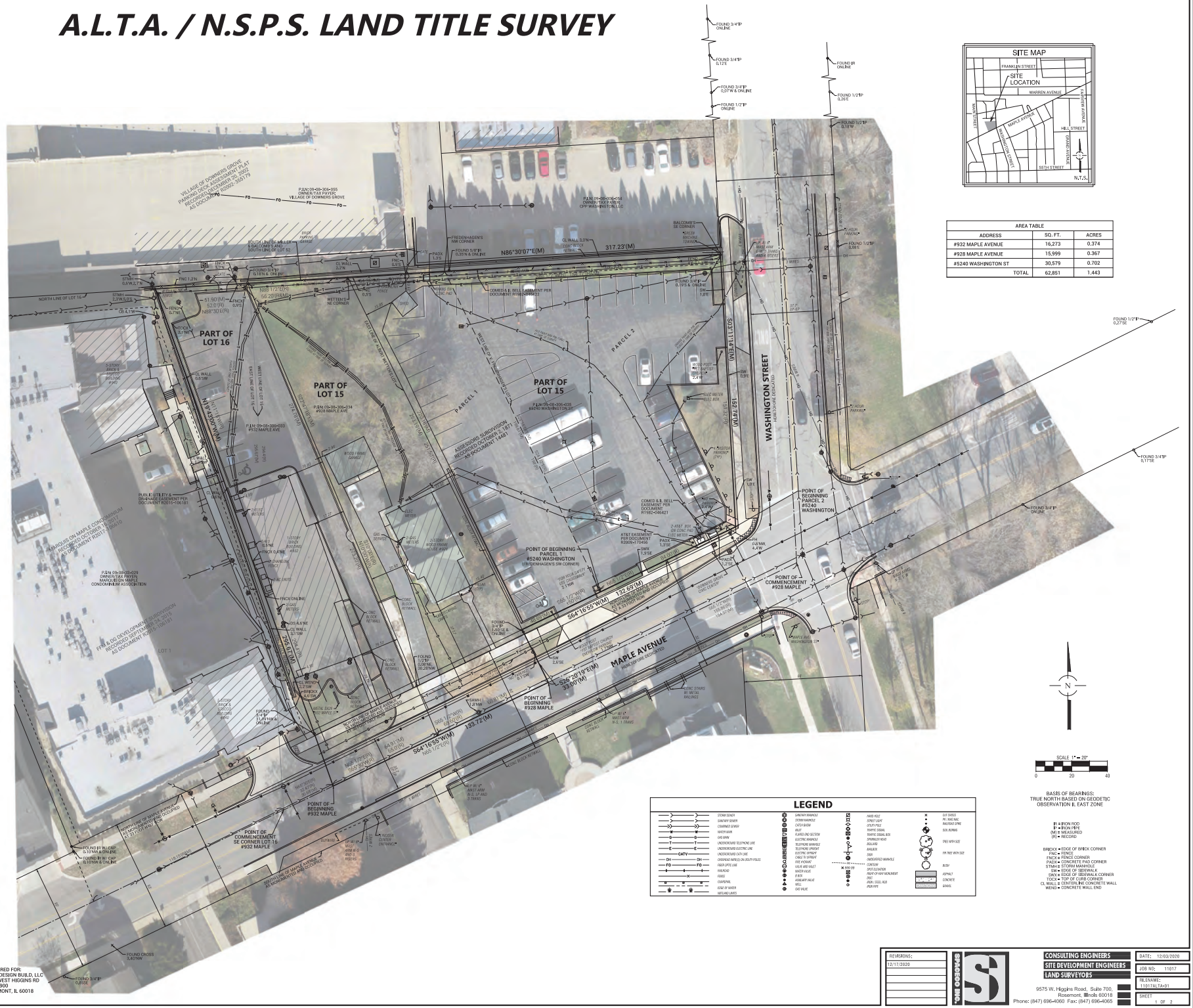
The redevelopment of this site will add value to the downtown and the community. The project's location will create an attractive transition from the Downtown Core to the Downtown Transition areas and will anchor the southeast corner of the downtown. The project will complement the two successful multifamily properties to the west, will complete the residential block on Maple Avenue and will provide additional residents who will shop and dine in the downtown. The proposed development adds housing variety to the downtown and activates the southeast corner of the downtown.

Question 7:
The Comprehensive Plan.

As noted above, the proposed development meets many of the Comprehensive Plan's goals and objectives, including but not limited to:

- Redevelopment of Catalyst Site #11
- Development that is pedestrian-oriented
- Redevelops an underutilized downtown site
- Promotes a development that further enhances the downtown as the cultural and social center of the community
- Reinforces the walkable nature of downtown by orienting the building towards Maple Avenue and Washington Street near the property line
- Provides additional residents in close proximity to the downtown commercial core
- Follows transit-oriented development guidelines for downtown redevelopment

A.L.T.A. / N.S.P.S. LAND TITLE SURVEY



PREPARED FOR:
OPUS DESIGN BUILD, LLC
9700 WEST HIGGINS RD
SUITE 900
ROSEMONT, IL 60018

REVISIONS:
12/17/2020

SEKICHO INC.

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 12/03/2020
JOB NO: 11017
FILENAME: 11017ALTA-01
SHEET 1 OF 2

N:\Projects\11017SURVEY\11017ALTA-01.dgn Default User=jchristoph



Downers Grove Multi-Family

Planning Commission Resubmittal

PROJECT TEAM

Applicant
OPUS Development Company, LLC
9700 Higgins Road, Ste 900
Rosemont, IL 60018
847-318-1638
Contact: Paul Robertson
paul.robertson@opus-group.com

Architecture
OPUS AE Group, LLC
10350 Bren Road West
Minnetonka, MN 55343
952-656-4610
Contact: Dean Newins, AIA, LEEP AP
dean.newins@opus-group.com

Civil
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9575 W. Higgins Road, Ste 700
Rosemont, IL 60018
847-696-4060
Contact: Daniel C. Stevens, P.E.

Landscape
Ives/Ryan Group, Inc.
1741 S. Wiesbrook Road
Wheaton, IL 60189
630-738-7026
Contact: John M. Ryan, PLA, CLARB

SHEET INDEX

0 Cover Sheet
1 Concept Level 1
2 Concept Level 2
3 Concept Level 3
4 Concept Level 4-5
5 Concept Level 6
6 Concept Level 7
7 Concept Level Roof
8 Typical Unit Plans
9 Concept Elevations
10 Concept Elevations
11 Concept Elevations
12 Project Information
13 Project Images
14 Project Images

PLOT DATE: 5/10/2021 8:42:09 AM

OPUS THE OPUS GROUP

Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
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Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

2021-02-26	Planning Commission Submittal
2021-04-05	Planning Commission Resubmittal
2021-04-30	Planning Commission Resubmittal

DATE
05/10/21
PROJECT MANAGER
J. CAESAR
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Cover Sheet

SHEET NUMBER
A.00



2 LEVEL 1 Parking
1/16" = 1'-0"

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OPUS
THE OPUS GROUP

Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
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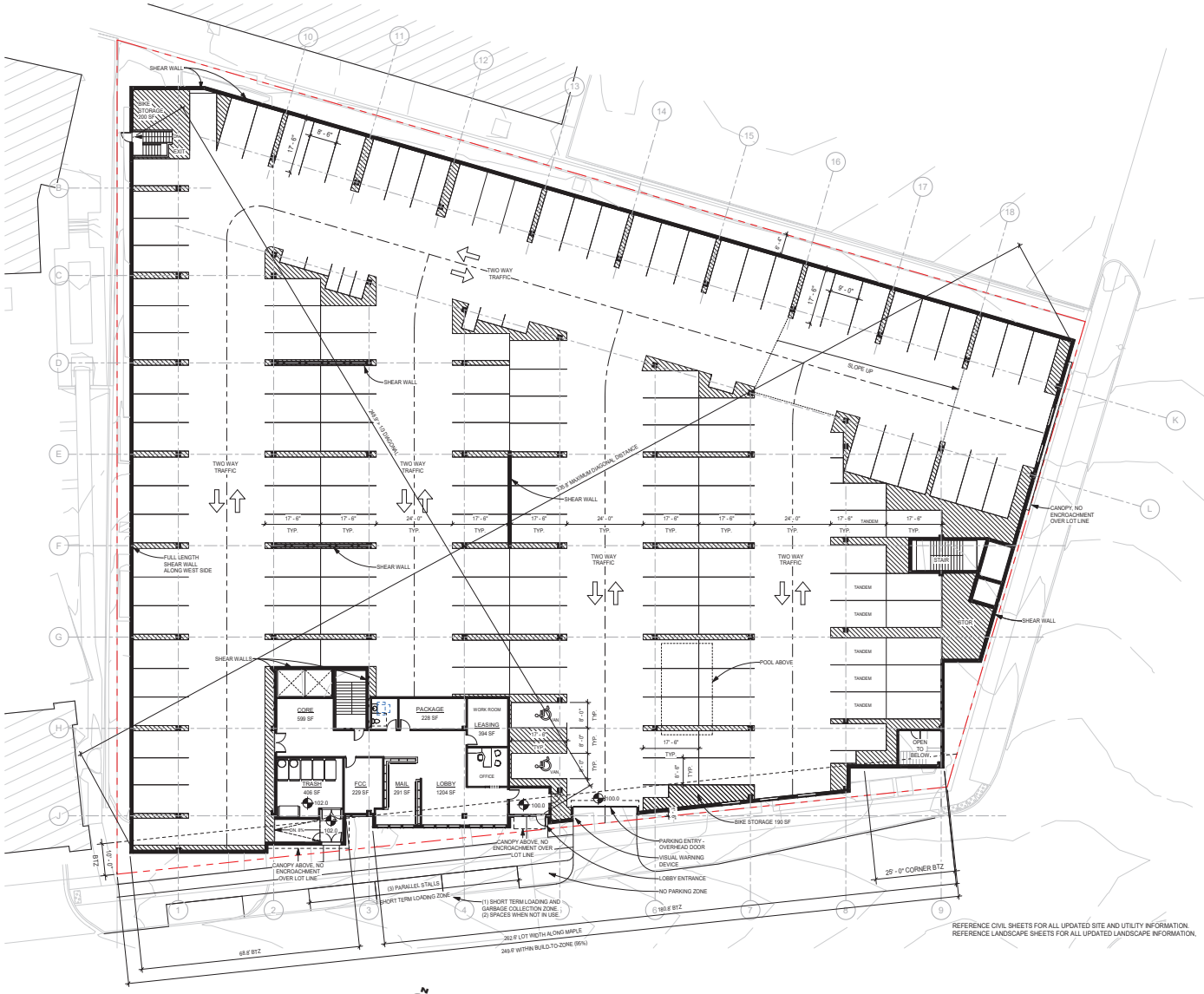
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J. CAESAR
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T. GROTHE
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D. NEWINS

REGISTRATION

SHEET TITLE
Level 1 Parking

SHEET NUMBER
A.01



1 LEVEL 2 Parking
1/16" = 1'-0"

0' 8' 16' 32'

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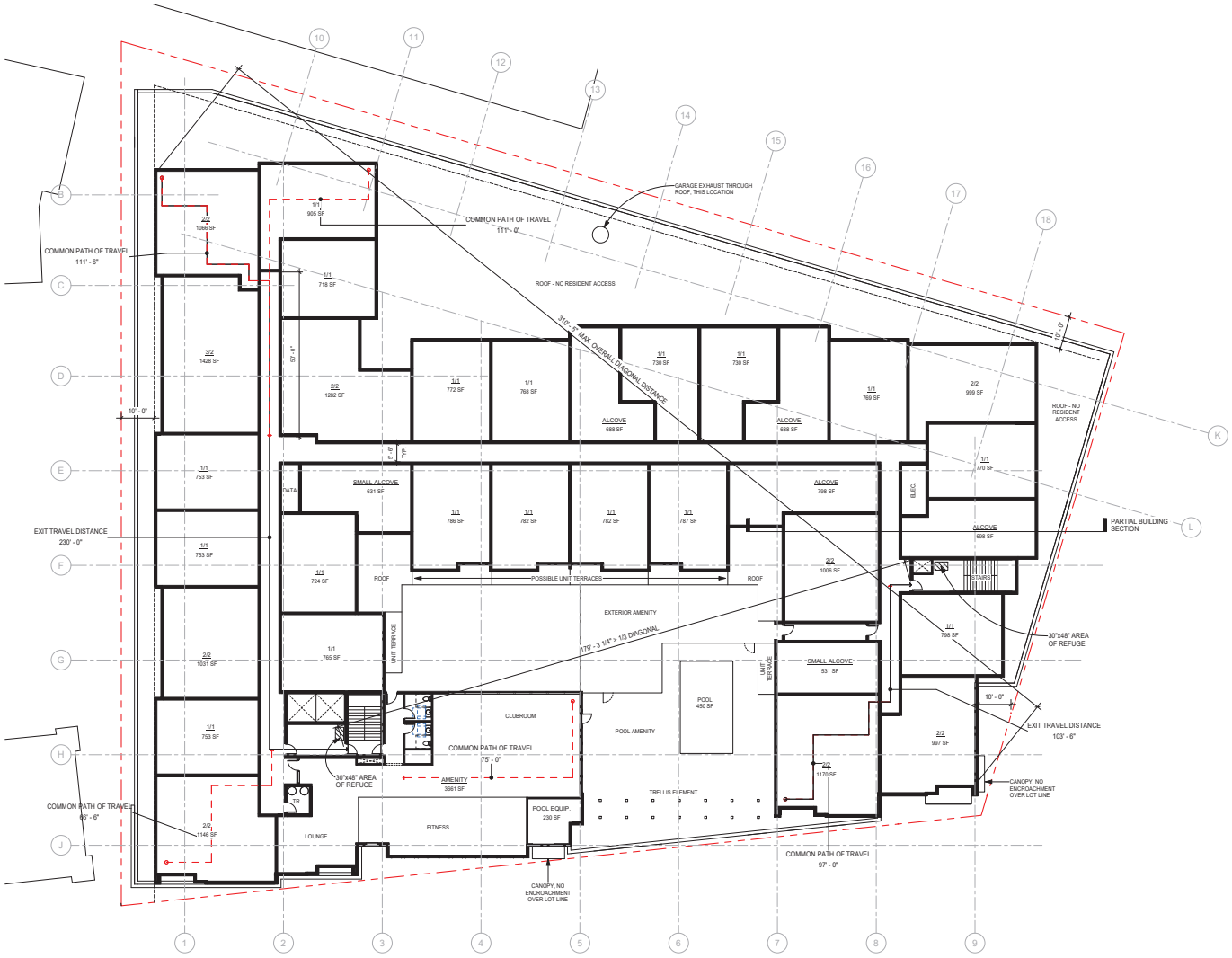
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J. CAESAR
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T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Level 2 Parking

SHEET NUMBER
A.02



2 LEVEL 3 - FLOOR PLAN
1/16" = 1'-0"

0' 8' 16' 32'

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PROJECT MANAGER
J. CAESAR

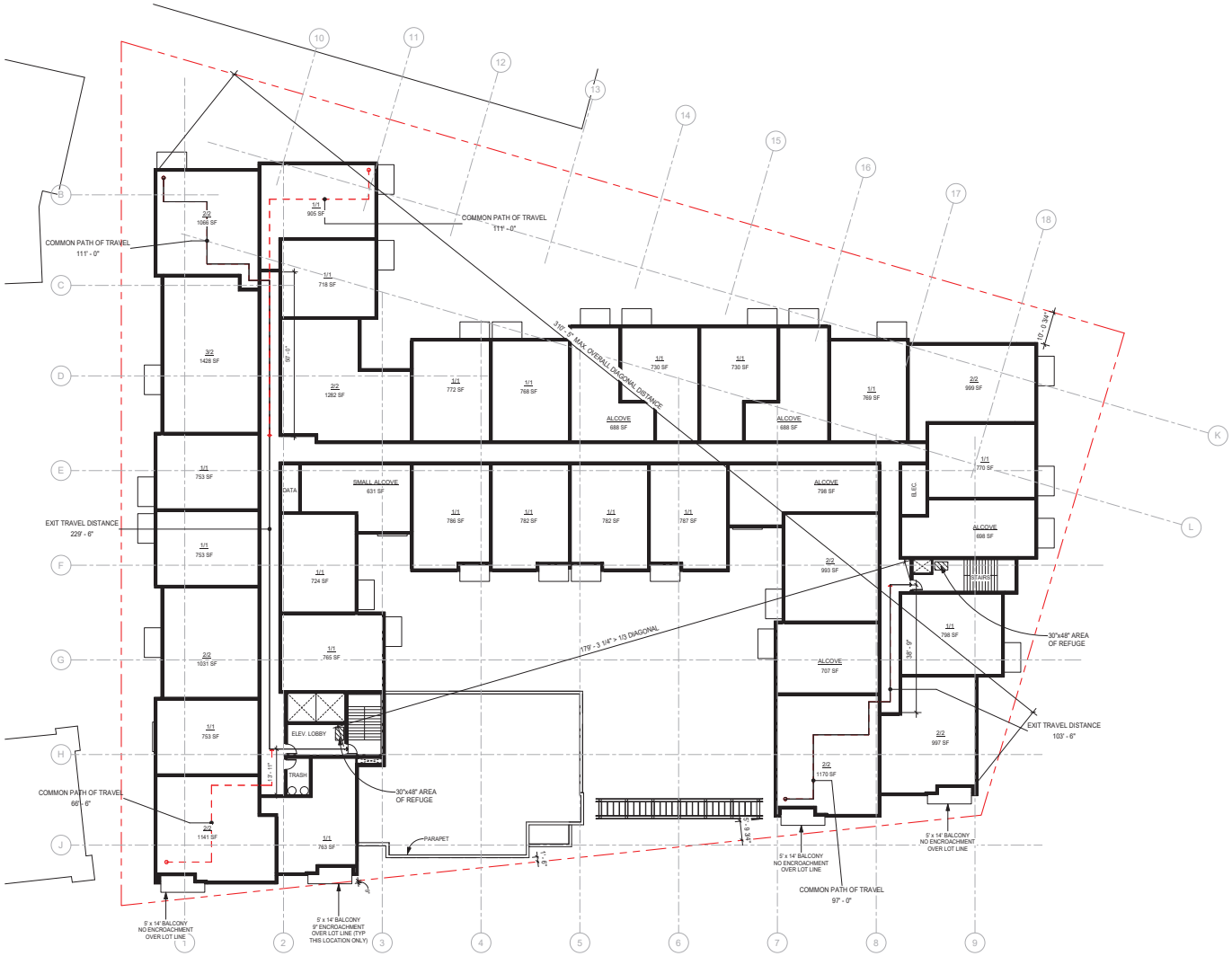
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REGISTRATION

SHEET TITLE
Level 3

SHEET NUMBER
A.03



2 LEVEL 4
1/16" = 1'-0"

0' 8' 16' 32'

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J. CAESAR

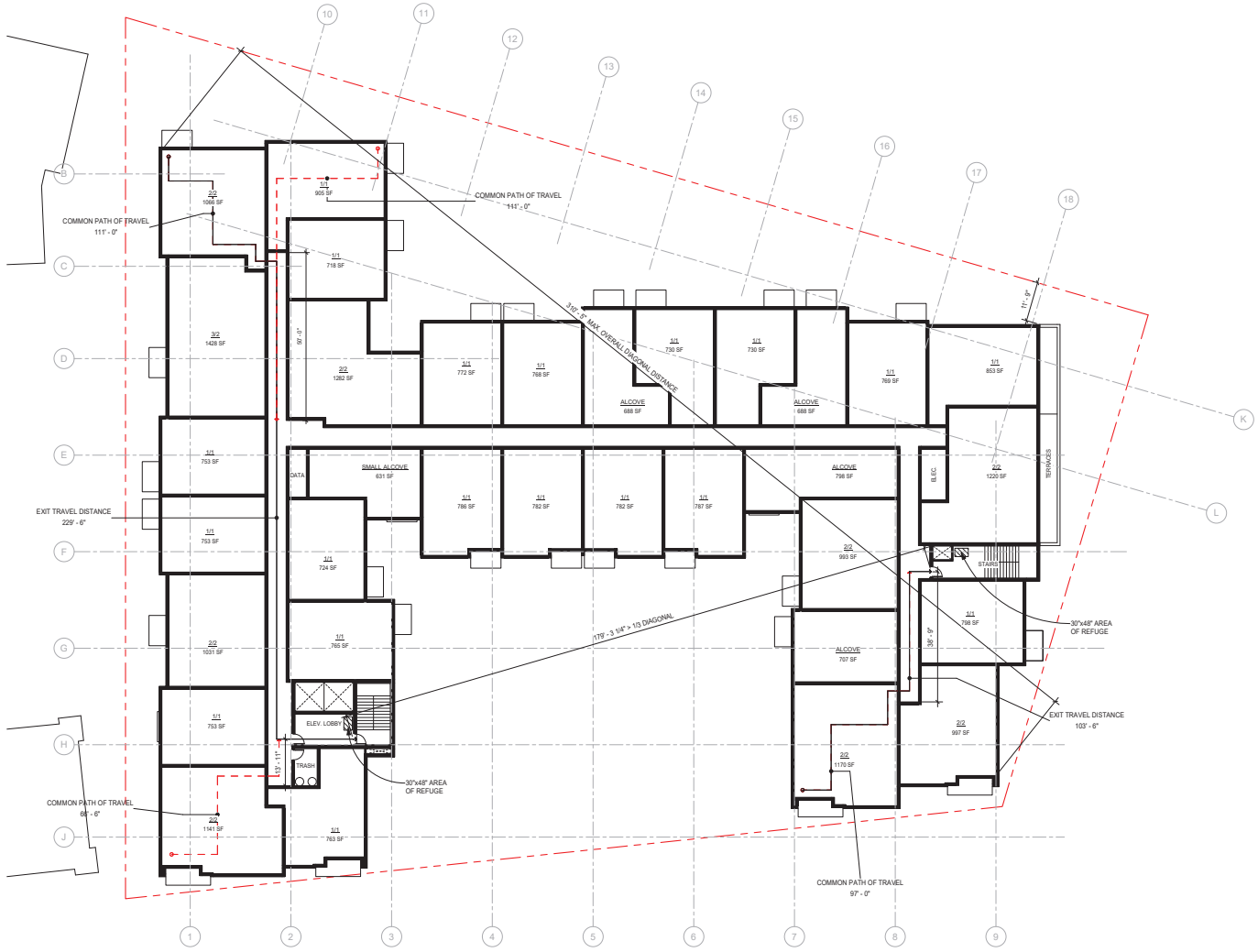
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T. GROTHE

CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Levels 4-5

SHEET NUMBER
A.04



2 LEVEL 6
1/16" = 1'-0"

0' 8' 16' 32'

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J. CAESAR

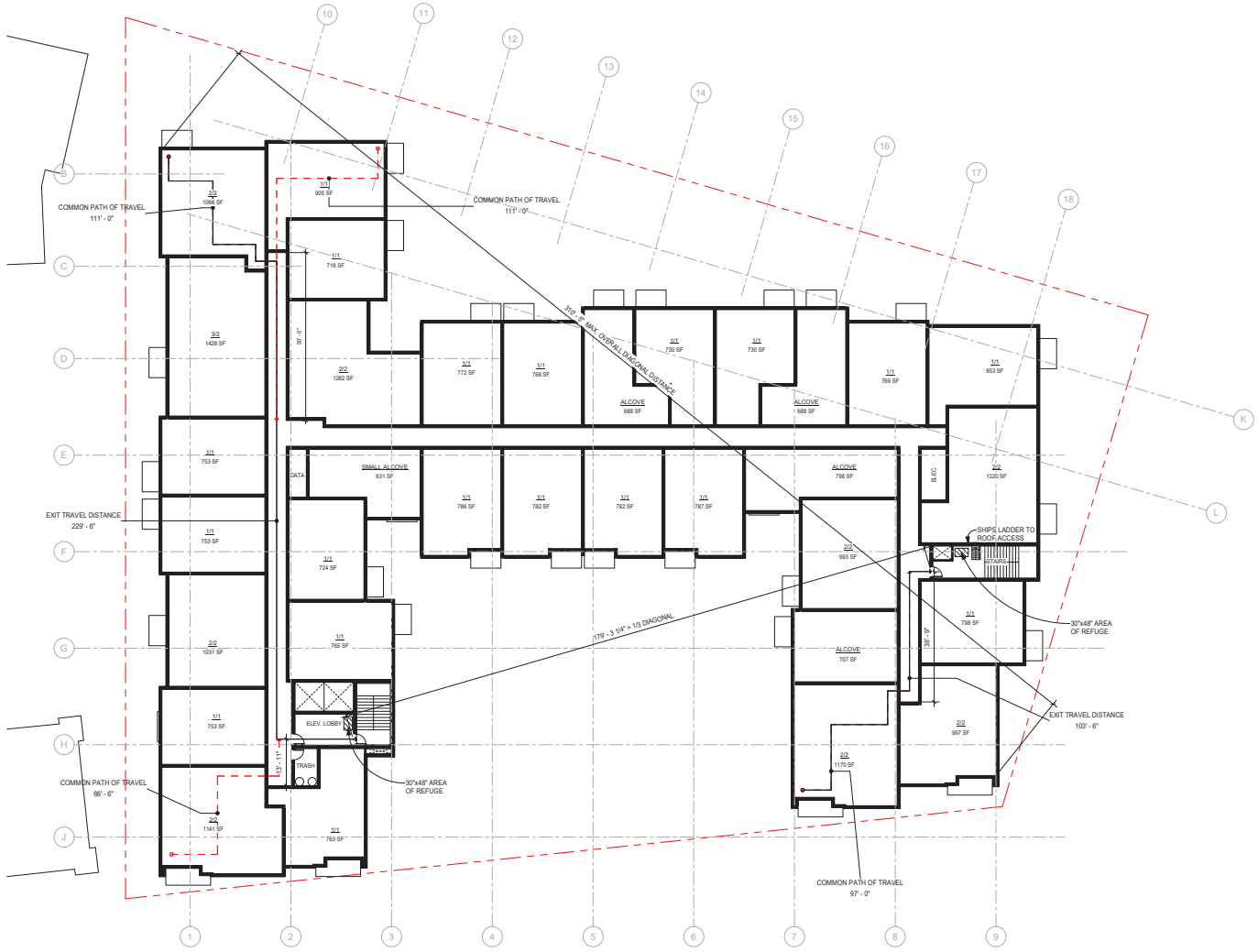
DRAWN BY
T. GROTHE

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D. NEWINS

REGISTRATION

SHEET TITLE
Level 6

SHEET NUMBER
A.05



2 LEVEL 7
1/16" = 1'-0"

0' 8' 16' 32'

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10350 Bren Road West
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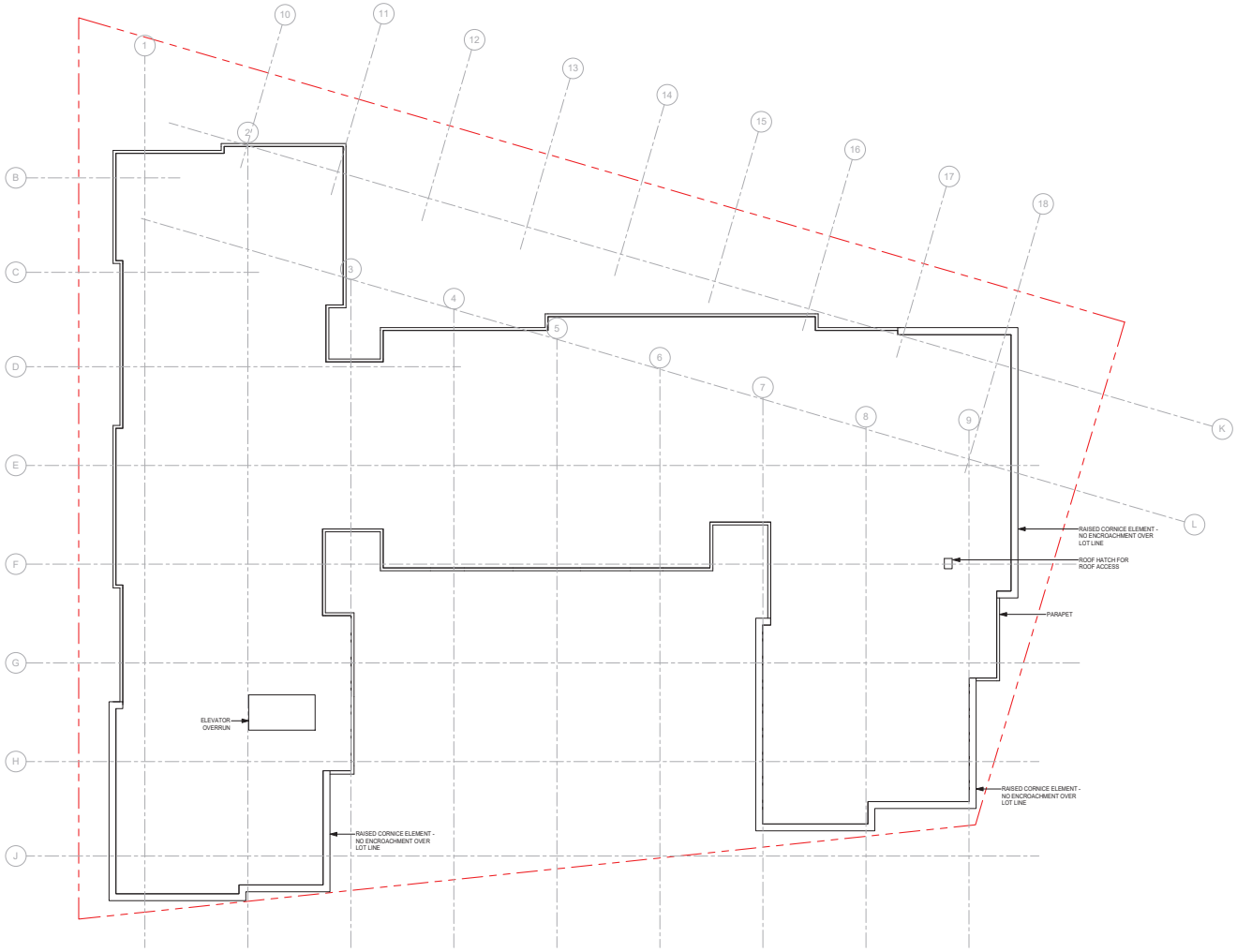
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D. NEWINS

REGISTRATION

SHEET TITLE
Level 7

SHEET NUMBER
A.06



1 ROOF DECK
1/16" = 1'-0"

0' 8' 16' 32'

N

PLOT DATE: 5/10/2021 8:42:18 AM

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952-656-4444

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Downers Grove Multi-Family

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PROJECT MANAGER
J. CAESAR

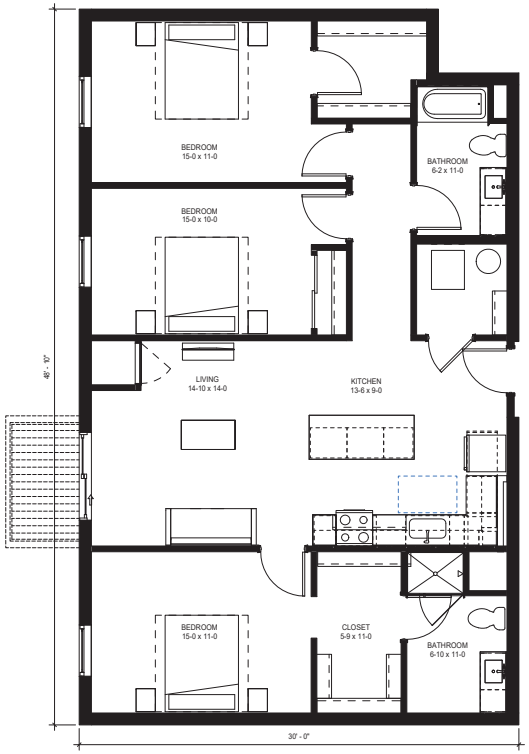
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REGISTRATION

SHEET TITLE
Level Roof

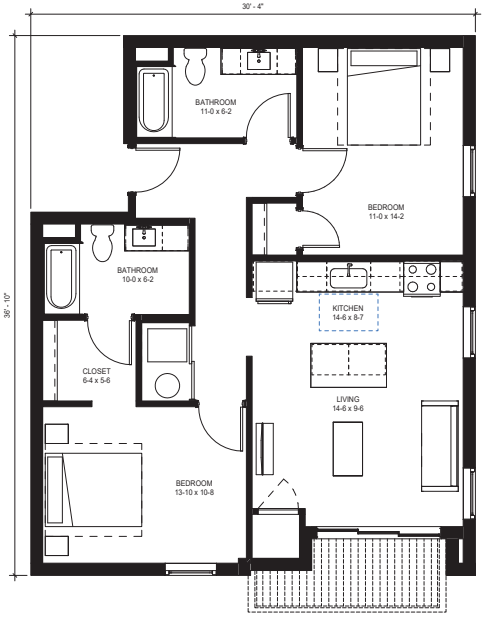
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A.07



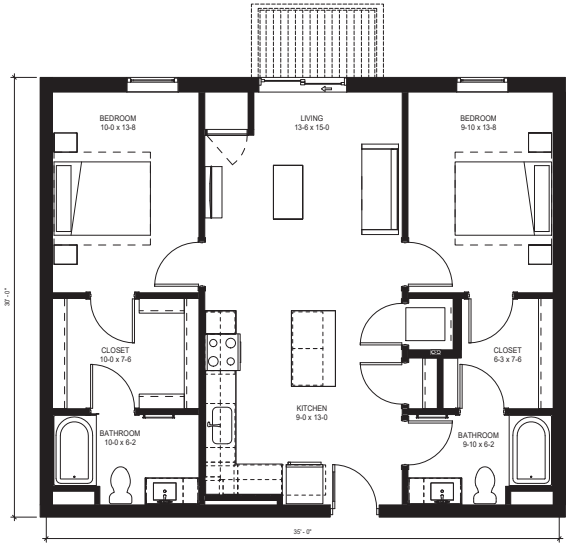
3 BED / 2 BATH
1425 SF



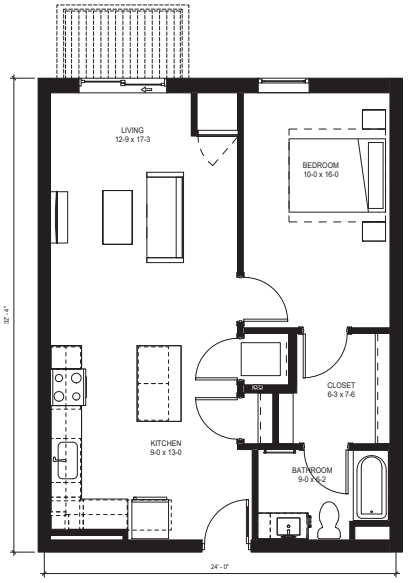
SMALL ALCOVE UNIT
580 SF



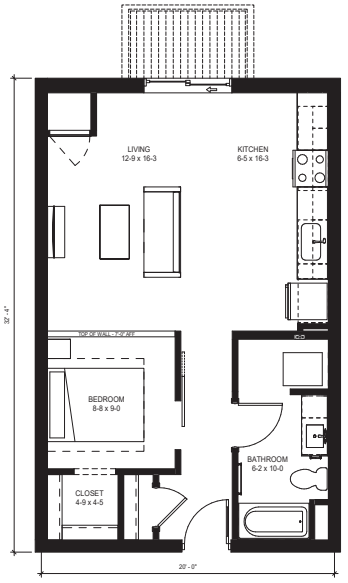
TWO BED / TWO BATH
CORNER UNIT WITH INSET BALCONY
1000 SF



TWO BED / TWO BATH
1050 SF



ONE BED / ONE BATH
775 SF



ALCOVE
645 SF

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CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

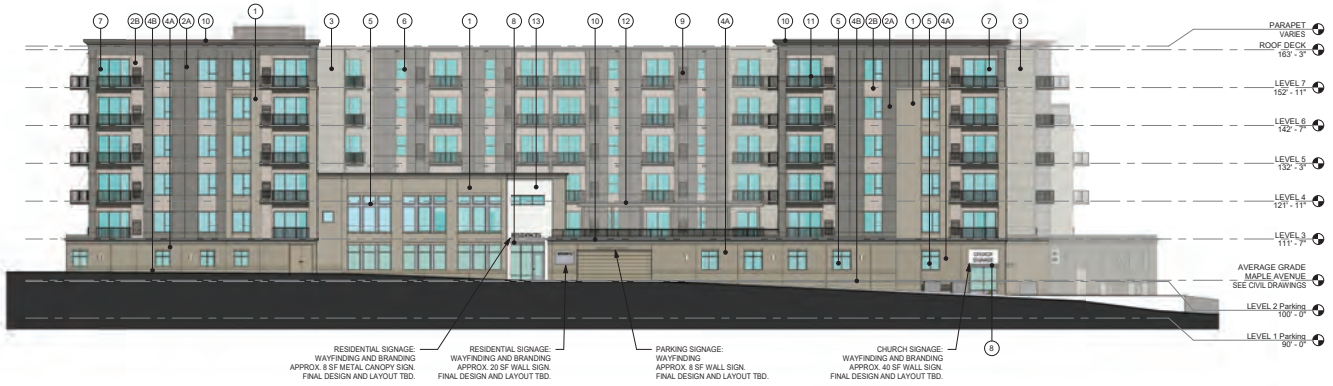
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05/10/21
PROJECT MANAGER
J. CAESAR
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T. GROTHE
CHECKED BY
D. NEWINS

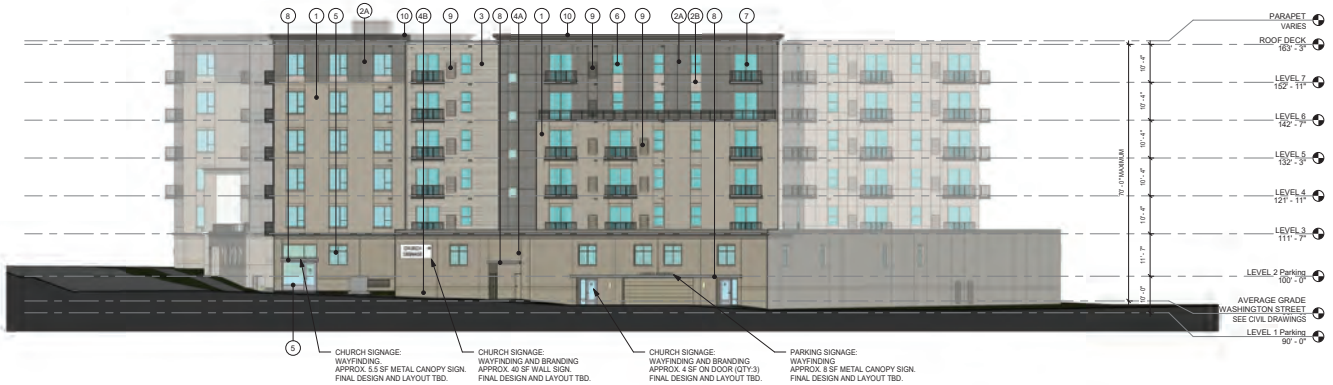
REGISTRATION

SHEET TITLE
Typical Unit Plans

SHEET NUMBER
A.08



1 South Elevation
1/16" = 1'-0"



2 East Elevation
1/16" = 1'-0"

KEYNOTE LEGEND

1	SANDSTONE BRICK
2A	PREFINISHED FIBER CEMENT PANEL COLOR 1
2B	PREFINISHED FIBER CEMENT PANEL COLOR 2
3	PREFINISHED METAL PANEL
4A	PAINTED BRICK FORMLINER PRECAST PANEL
4B	PAINTED BLOCK FORMLINER PRECAST PANEL
5	ALUMINUM STOREFRONT WINDOWS
6	VINYL WINDOW SANDSTONE FINISH, OPERABLE (U.N.O.)
7	VINYL DOORS SANDSTONE FINISH
8	PREFINISHED METAL AWNINGS
9	MECHANICAL GRILL FINISHED TO MATCH ADJACENT
10	PREFINISHED FIBER CEMENT CORNICE
11	METAL BALCONY WITH METAL RAILINGS
12	WOOD LIKE TRELLIS ELEMENT
13	SPECIALTY MASONRY CLADDING

OPUS
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CONSULTANT

PROJECT
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PROJECT MANAGER
J. CAESAR

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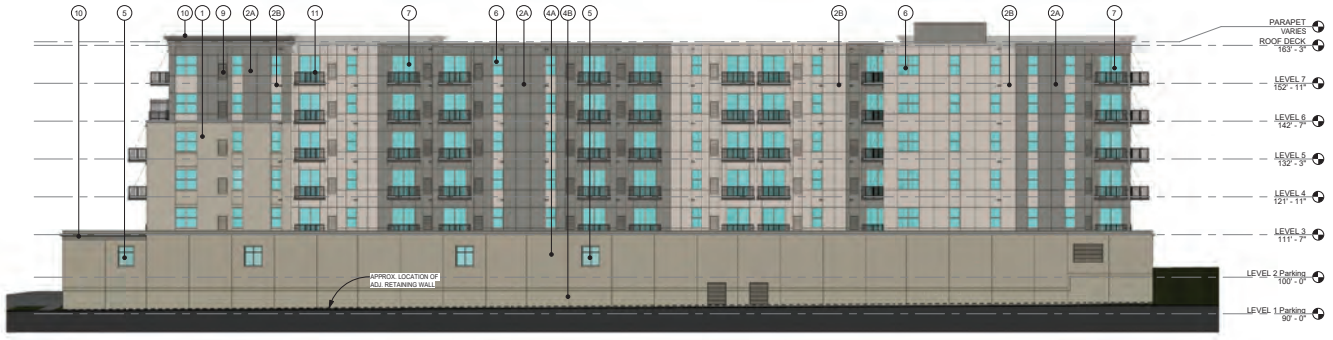
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REGISTRATION

SHEET TITLE
Concept Elevations

SHEET NUMBER
A.09

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1 North Elevation
1/16" = 1'-0"



2 West Elevation
1/16" = 1'-0"

KEYNOTE LEGEND

1. SANDSTONE BRICK
2A. PREFINISHED FIBER CEMENT PANEL COLOR 1
2B. PREFINISHED FIBER CEMENT PANEL COLOR 2
3. PREFINISHED METAL PANEL
4A. PAINTED BRICK FORMLINER PRECAST PANEL
4B. PAINTED BLOCK FORMLINER PRECAST PANEL
5. ALUMINUM STOREFRONT WINDOWS
6. VINYL WINDOW SANDSTONE FINISH, OPERABLE (U.N.O.)
7. VINYL DOORS SANDSTONE FINISH
8. PREFINISHED METAL AWNINGS
9. MECHANICAL GRILL FINISHED TO MATCH ADJACENT
10. PREFINISHED FIBER CEMENT CORNICE
11. METAL BALCONY WITH METAL RAILINGS
12. WOOD LIKE TRELLIS ELEMENT
13. SPECIALTY MASONRY CLADDING

OPUS
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PROJECT
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J. CAESAR

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SHEET TITLE
Concept Elevations

SHEET NUMBER
A.10

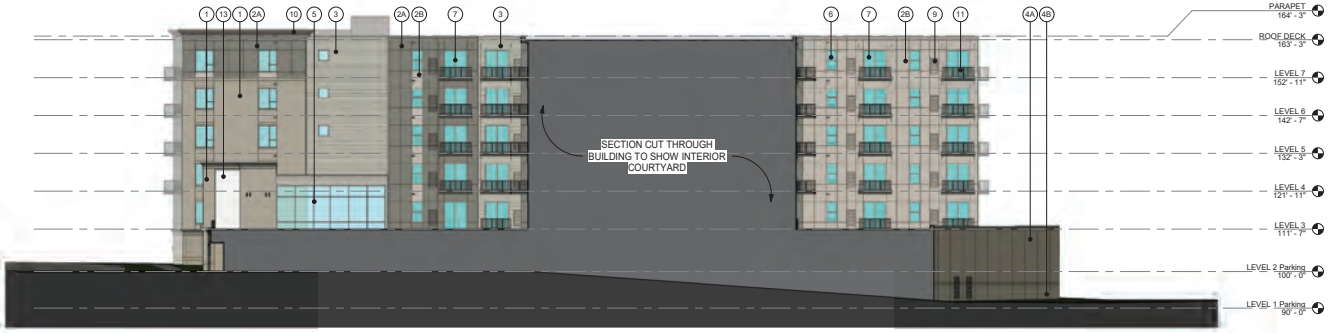
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1 West Courtyard Elevation
1/16" = 1'-0"



2 South Courtyard Elevation
1/16" = 1'-0"



3 East Courtyard Elevation
1/16" = 1'-0"

KEYNOTE LEGEND

1	SANDSTONE BRICK
2A	PREFINISHED FIBER CEMENT PANEL COLOR 1
2B	PREFINISHED FIBER CEMENT PANEL COLOR 2
3	PREFINISHED METAL PANEL
4A	PAINTED BRICK FORMLINER PRECAST PANEL
4B	PAINTED BLOCK FORMLINER PRECAST PANEL
5	ALUMINUM STOREFRONT WINDOWS
6	VINYL WINDOW SANDSTONE FINISH, OPERABLE (U.N.O.)
7	VINYL DOORS SANDSTONE FINISH
8	PREFINISHED METAL AWNINGS
9	MECHANICAL GRILL FINISHED TO MATCH ADJACENT
10	PREFINISHED FIBER CEMENT CORNICE
11	METAL BALCONY WITH METAL RAILINGS
12	WOOD LIKE TRELLIS ELEMENT
13	SPECIALTY MASONRY CLADDING

OPUS
THE OPUS GROUP

Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

2021-02-26	Planning Commission Submittal
2021-04-05	Planning Commission Resubmittal
2021-04-30	Planning Commission Resubmittal

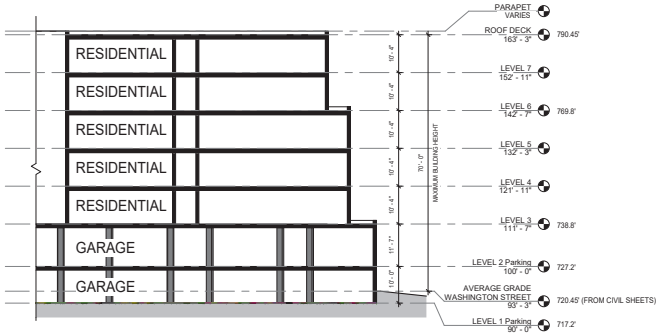
DATE
05/10/21
PROJECT MANAGER
J. CAESAR
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Concept Elevations

SHEET NUMBER
A.11

PLOT DATE: 5/10/2021 8:42:32 AM



1 Partial Building Section
1/16" = 1'-0"



Massing Image of Building within the Block

Conceptual Rendering For Illustrative Purposes Only. Refer to Architectural, Civil and Landscape Drawings for Details

Downers Grove Multi-Family

Downers Grove, IL

Levels	Use	Total GSF	Garage GSF	Apt GSF	Apt RSF	Amenity/ Lobby	Exterior Amenity	Resid. Parking	M-cycle Parking	Church Parking
Level 7	R	32,405		32,405	28,532					
Level 6	R	32,405		32,405	28,532					
Level 5	R	32,800		32,800	28,927					
Level 4	R	32,800		32,800	28,927					
Level 3	A, R	35,953		35,953	28,012	3,646	6,500			
Level 2	L, P	54,056	50,427	3,629		2,111		152	12	
Level 1	P	54,020	51,736	2,284				77	8	71
Total		**274,439**	**102,163**	**172,276**	**142,930**	**5,757**	**6,500**	**229**	**5**	**71**
								SEE NOTE 1	SEE NOTE 2	

Small Alcove	Alcove	1 Bed / 1 Bath	2 Bed / 2 Bath	3 Bed / 2 Bath	Units	Beds
1	4	19	8	1	33	43
1	4	19	8	1	33	43
1	5	19	8	1	34	44
1	5	19	8	1	34	44
2	4	18	8	1	33	43
6	**22**	**94**	**40**	**5**	**167**	**217**
4%	**13%**	**56%**	**24%**	**3%**		
Ave. RSF	625	730	740	1050	1428	830
Size Range	531-631	688-798	718-944	997-1282	1428	

A - Amenity
L - Lobby
P - Parking
R - Residential

Table 1 - Project Summary

Notes:	
Total Apartment GSF	178,033
Total Garage GSF	102,163
Total Project GSF*	280,196

*Includes Exterior Amenity

Table 2 - Apartment Summary

Notes:	
Total Units	**167**
Typ. Floor Efficiency (Rental SF / Gross SF)	88.2%
Total Stalls	**234**
Parking Stall / Unit Ratio	1.40

Table 3 - Parking Analysis

Notes:			
User	Ordinance	Required	Proposed
Multi-Family Residential	1.4 Per Dwelling Unit	234	234
Church	(none)	0	71
Accessible	(8 per 301-400)	(8)	(8)
Total		234	305
			SEE NOTE 1

Parking Breakdown Table				
Level	Church Parking	M-Cycle Parking	Resident Parking	Accessible Stalls
Level 2	0	12	152	2
Level 1	71	8	77	6
Total	71	20	229	8

NOTE 1: Total parking count includes tandem stalls, accessible spaces, and the motorcycle substitution spaces.

NOTE 2: Per Sec. 7.050 C.: In parking lots containing over 20 motor vehicle parking spaces, motorcycle or scooter parking may be substituted for up to 5 automobile parking spaces or 5% of required motor vehicle parking, whichever is less. For every 4 motorcycle or scooter parking spaces provided, the automobile parking requirement is reduced by one space.

Per Sec. 7.100. B.2.: Stall dimensions may be reduced by up to 6 inches in width and length in parking lots containing more than 50 parking spaces if a parking study demonstrates that parking activity is projected at medium to low turnover conditions, defined as Class B or C by the Institute of Transportation Engineers (ITE), and that the typical parking space in such lot or structure will be occupied by no more than one or 2 different vehicles during the course of the business day. Staff size reductions are not allowed for parallel spaces.
Most 90 deg stalls shown at the reduced width and length U.N.O.

Per Sec. 7.100. A.1.: Tandem stalls shall be assigned to the same DU.

Table 4 - Project Information

Notes:	
Address	926 Maple Street Downers Grove, IL
Lot Area	1.35 Acres (58,890 SF)
PIN(s)	0908306033 0908306034 0908306035
Existing Use	Surface Parking Lot Commercial, Residential
Proposed Use	Multi-Family Residential
Petition Type	Special Use, PUD, Rezoning and Administrative Lot Consolidation
Deviations	Reduce lot area required per dwelling unit to allow 167 unit (vs. 73 units) Reduce Off-Street Loading quantity by 1 Allow balcony property line overhang on Maple

Table 5 - Zoning Summary

	Factor	Required	Proposed	Meets Requirement	Difference (if variance)
Zoning		DB	DB	yes	
Lot Area per Dwelling Unit (SF/Unit)	Min.	800	353	no	-447
North Setback	Min.	0'	6.33	yes	
South Setback	Min.	0'	1.5	yes	
East Setback	Min.	0'	0.75	yes	
West Setback	Min.	0'	4.0	yes	
Floor Area Ratio	Max.	-	4.45	yes	
Building Height	Min./Max.	32' / 70'	70'	yes	
Parking Spaces	Min.	234	234	yes	
Building Coverage	Min.	-	86%	yes	
Maple Build-to	Min.	80%	95%	yes	
Washington Build-to	Min.	30%	89%	yes	
SE Corner Build-to	Min./max.	0'/10'	2'-8"/10'-0"	yes	
Off-Street Loading Zones*	Min.	3	2	no	-1

* Note: Loading to occur along Maple Avenue (5 parallel stalls). Stalls will be loading zone during specific hours.

PLOT DATE: 5/10/2021 8:42:33 AM

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THE OPUS GROUP

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Minnetonka, MN 55343-0110
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952-656-4444

CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

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2021-04-05	Planning Commission Resubmittal
2021-04-30	Planning Commission Resubmittal

DATE
05/10/21
PROJECT MANAGER
J. CAESAR
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Project Information

SHEET NUMBER
A.12



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View Along Maple Street

A strong base, middle, and top are represented at the corners to accentuate the classic feel of the building and helps it fit well within its surroundings. At the base, the Entry and Lobby are celebrated and scaled appropriately to the pedestrian and user. The glass at the Lobby sits on a kneewall, within the high quality brick, bringing warmth and detail to those who pass by. Light fixtures, awnings, and lush landscaping enhance the pedestrian experience. At the Middle, single hung windows, and proportional panel sizes and shapes provide visual interest and detail. At the Top, distinctive cornices accentuate the corners, which are further celebrated with large windows and balconies for the units.



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View Looking West

A strong base, middle, and top are represented at the corners to accentuate the classic feel of the building. Stepbacks in the building along Washington respect the residential scale of the adjacent neighborhood, and allow the building to nestle in to its site. Storefront glass is used wherever there is a pedestrian entrypoint from the sidewalk. Lush landscaping enhance the pedestrian experience along all sides of the building.





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Material Details

Special attention is paid to the details of the materials. A watertable detail is included to anchor the building to the ground, separating a strong limestone-style block proportion from the pedestrian scaled brick pattern above. The seams are thoughtfully laid out, windows and light fixtures respond accordingly. A spandrel detail is used throughout the project, shown here on the right with a different brick pattern plus a classic window head and sill detail. The unique balconies on Maple add an additional level of detail and sophistication.

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OPUS
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CONSULTANT

PROJECT

Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
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ISSUE RECORD

2021-02-26	Planning Commission Submittal
2021-04-05	Planning Commission Resubmittal
2021-04-30	Planning Commission Resubmittal

DATE
05/10/21

PROJECT MANAGER
J. CAESAR

DRAWN BY
T. GROTHE

CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Project Images

SHEET NUMBER
A.13



View Toward Entry and Amenity Space

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Opus Design Build, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

2021-04-30	Planning Commission Resubmittal

DATE
05/10/21
PROJECT MANAGER
J. CAESAR
DRAWN BY
Designer
CHECKED BY
Checker

REGISTRATION

SHEET TITLE
Project Images

SHEET NUMBER
A.14

PLOT DATE: 5/10/2021 8:42:36 AM

PRELIMINARY SITE IMPROVEMENT PLANS
for
OPUS DOWNERS GROVE
926 MAPLE AVE
DOWNERS GROVE, ILLINOIS
PROJECT NO: 11017

DEVELOPER
OPUS DEVELOPMENT COMPANY, LLC
9700 WEST HIGGINS ROAD, SUITE 900
ROSEMONT, IL 60018
PHONE: 847-692-4444

CALL J.U.L.I.E. 1-800-892-0123
WITH THE FOLLOWING:
COUNTY: DUPAGE
CITY, TOWNSHIP: DOWNERS GROVE
SEC. & ¼ SEC. NO.: SEC. 8 SW, T38N, R11E
48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN. & HOLIDAYS

BENCHMARK
ELEVATION:
DESCRIPTION: SEE SHEET ET FOR BENCHMARK INFORMATION

NOTE:
SPACECO, INC. IS TO BE NOTIFIED AT LEAST THREE (3) DAYS PRIOR TO STARTING CONSTRUCTION AND SHALL BE INCLUDED IN THE PRECONSTRUCTION MEETINGS

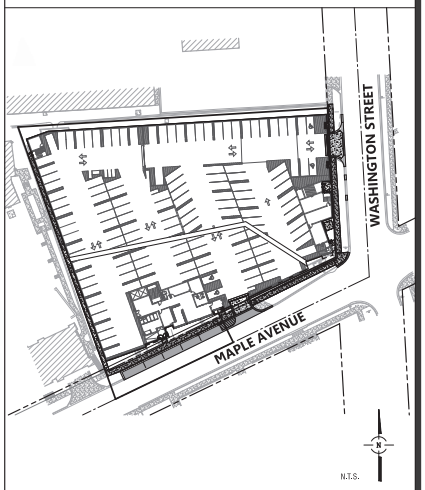
INDEX

SHEET #	SHEET I.D.	SHEET DESCRIPTION
1	C1	COVER SHEET
2	GN	GENERAL NOTES
3	ET	EXISTING CONDITIONS PLAN
4	DEMO	DEMO PLAN
5	GM	GEOMETRIC PLAN
6	GR	GRADING PLAN
7	UT	UTILITY PLAN
8-10	SE1-3	SOIL EROSION AND SEDIMENT CONTROL
11	SP1	SPECIFICATIONS
12-15	D1-4	DETAILS (TO BE PROVIDED WITH FINAL)

LOCATION MAP



KEY MAP



REVISIONS

ORIGINAL PLAN DATE: ISSUE DRAFT - 02/08/21

#	SHEET #	REMARKS	DATE
1	2-7,10	PER COORDINATION WITH OPUS	02/18/21
2	4,6	PER COORDINATION WITH OPUS	02/19/21
3	4,5,6,7,10	PER VILLAGE REVIEW	03/19/21
4	5	PER COORDINATION WITH OPUS	03/29/21
5	5,7	PER VILLAGE REVIEW	04/16/21
6	5,6	PER COORDINATION WITH OPUS	04/29/21

ENGINEER _____ DATE
DANIEL C. STEVENS, P.E.
ILLINOIS REGISTRATION NO.: 062-057634
EXPIRATION DATE: 11/30/2021
PROFESSIONAL DESIGN FIRM NO.: 184-001157
EXPIRATION DATE: 04/30/2023
THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE SIGNATURE, SEAL, AND EXPIRATION DATE OF SEAL OF THE ENGINEER

LICENSED PROFESSIONAL ENGINEER — DANIEL C. STEVENS NO. 062-057634 — ILLINOIS

OPUS DOWNERS GROVE
926 MAPLE AVE
DOWNERS GROVE, ILLINOIS

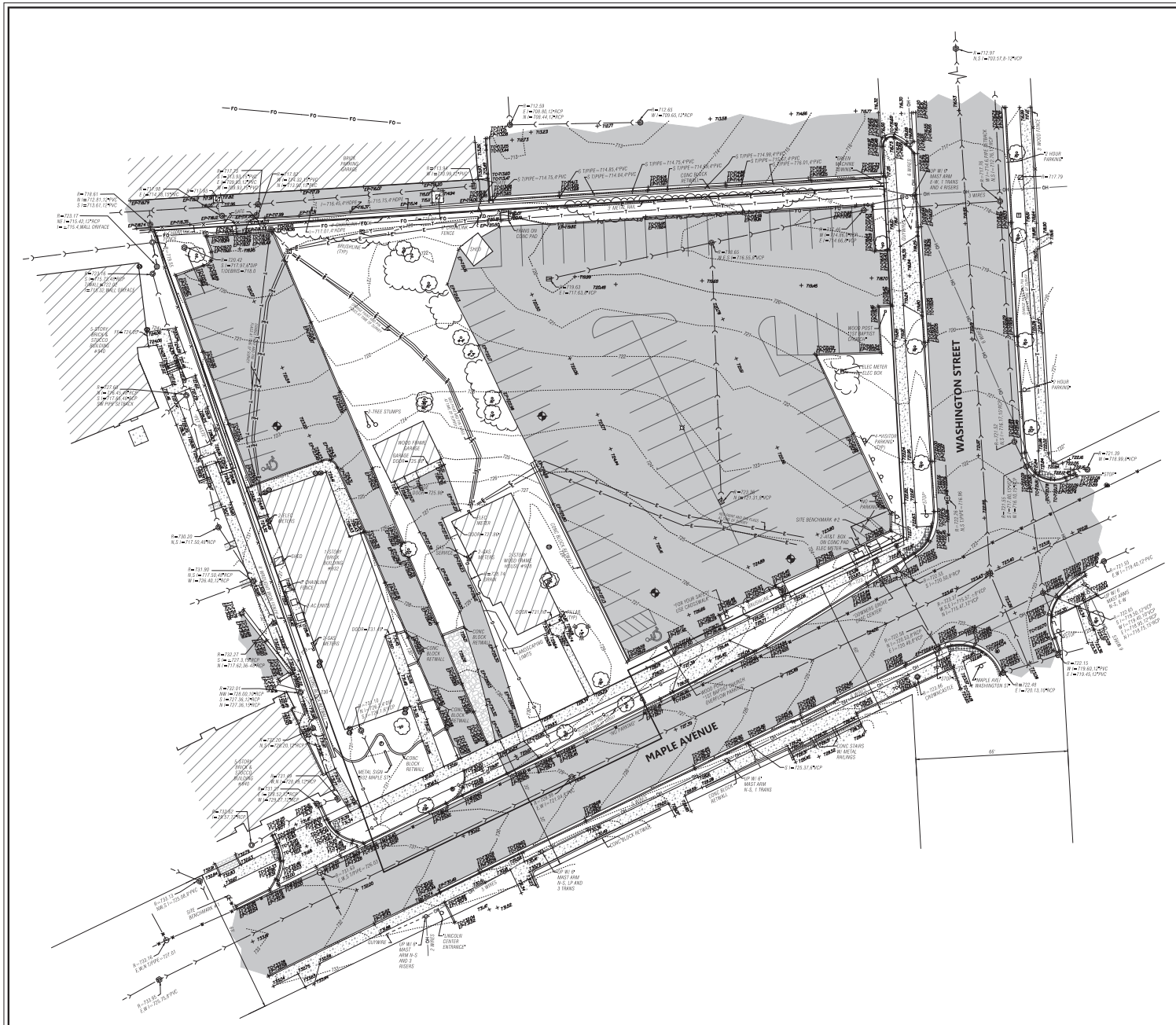
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

SPACECO INC.

FILENAME: 11017P-TITLE.DGN
DATE: 02/08/21
JOB NO. 11017
SHEET C1
1 OF 14

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LEGEND

STORM SEWER
SANITARY SEWER
COMBINED SEWER
WATER MAIN
GAS MAIN
UNDERGROUND TELEPHONE LINE
UNDERGROUND ELECTRIC LINE
UNDERGROUND CATV LINE
OVERHEAD WIRES/ ON UTILITY POLES
FIBER OPTIC LINE
RAILROAD
FENCE
GUARDRAIL
EDGE OF WATER
WETLAND LIMITS
SANITARY MANHOLE
STORM MANHOLE
CATCH BASIN
INLET
FLARED END SECTION
ELECTRIC MANHOLE
TELEPHONE MANHOLE
TELEPHONE UPRIGHT
ELECTRIC UPRIGHT
CABLE TV UPRIGHT
FIRE HYDRANT
VALVE AND VAULT
WATER VALVE
B BOX
AUXILIARY VALVE
WELL
GAS VALVE
MINI VAULT
STREET LIGHT
UTILITY POLE
TRAFFIC SIGNAL
TRAFFIC SIGNAL BOX
SPRINKLER HEAD
BOLLARD
MAILBOX
SIGN
UNIDENTIFIED MANHOLE
CONTOUR
SPOT ELEVATION
RIGHT-OF-WAY MONUMENT
DUCT
IRON / STEEL ROD
IRON PIPE
CUT CROSS
PK / MAG NAIL
RAILROAD SPIKE
SOIL BORING
TREE WITH SIZE
TREE WITH SIZE
BUSH
ASPHALT
CONCRETE
GRAVEL

NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

LAST DATE OF FIELD WORK: NOVEMBER 16TH, 2020.

SOURCE BENCHMARKS:
DUPAGE COUNTY BENCHMARK 0005
PID#DC0311
ELEVATION = 714.33 NAVD88

SITE BENCHMARK #1:
NORTHEAST FLANGE BOLT ON FIRE HYDRANT LOCATED JUST WEST OF THE WEST PROPERTY LINE ON THE NORTH SIDE OF MAPLE BEING THE SECOND FIRE HYDRANT WEST OF WASHINGTON AVENUE AND MAPLE STREET.
ELEVATION = 733.94 NAVD88

SITE BENCHMARK #2:
THE NORTHEAST FLANGE BOLT ON FIRE HYDRANT LOCATED ON THE NORTHWEST CORNER OF MAPLE AVENUE AND WASHINGTON STREET.
ELEVATION = 724.54 NAVD88

NO.	DATE	REMARKS
1	02/18/21	PER COORDINATION WITH OPUS

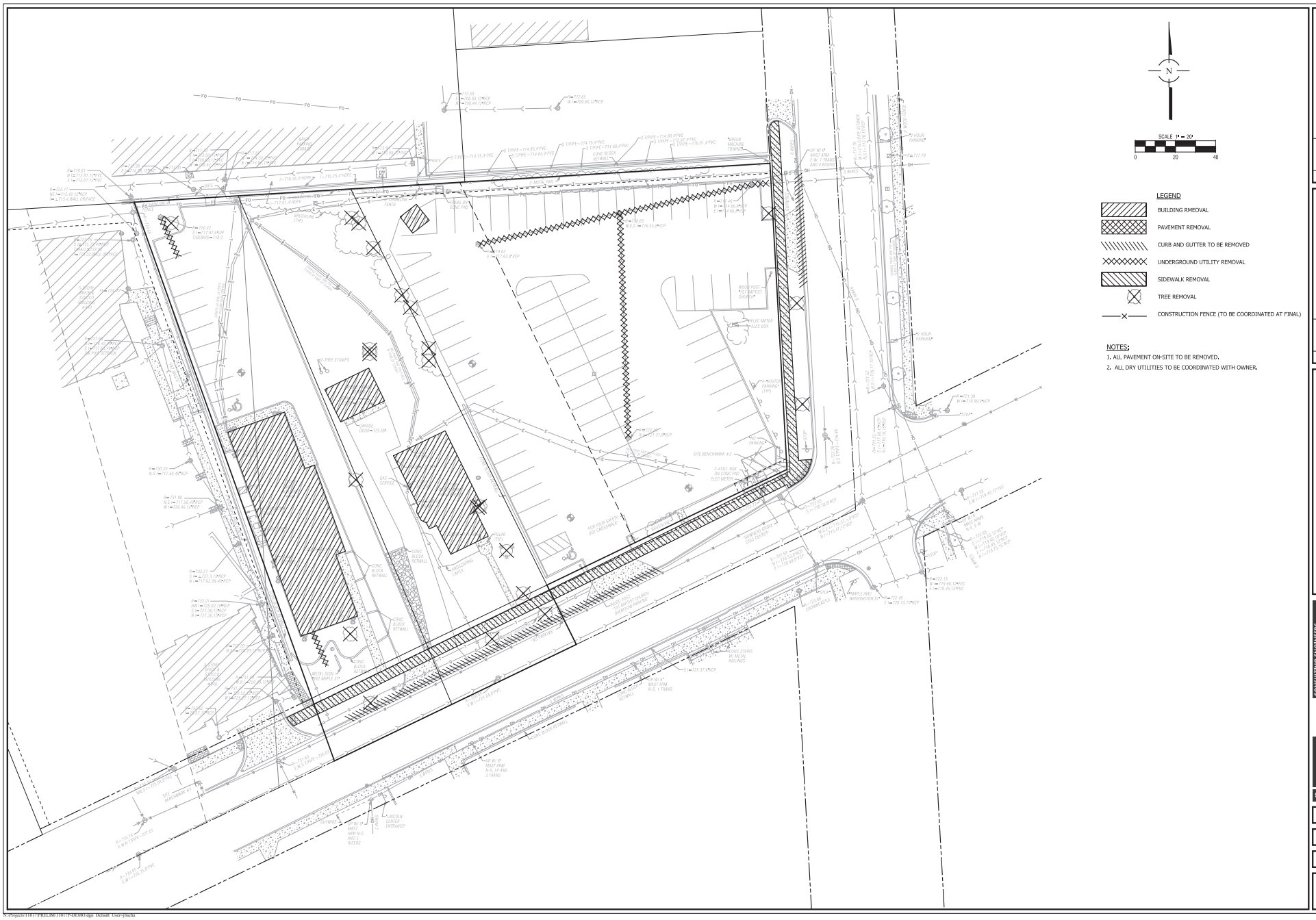
EXISTING CONDITIONS PLAN

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
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SPACECO INC.

FILENAME: 11017P-ET.DGN
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JOB NO. 11017
SHEET ET
3 OF 15

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NO.	DATE	REMARKS

NO.	DATE	REMARKS
3	03/19/21	PER VILLAGE REVIEW
2	02/19/21	PER COORDINATION WITH OPUS
1	02/18/21	PER COORDINATION WITH OPUS

DEMO PLAN

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

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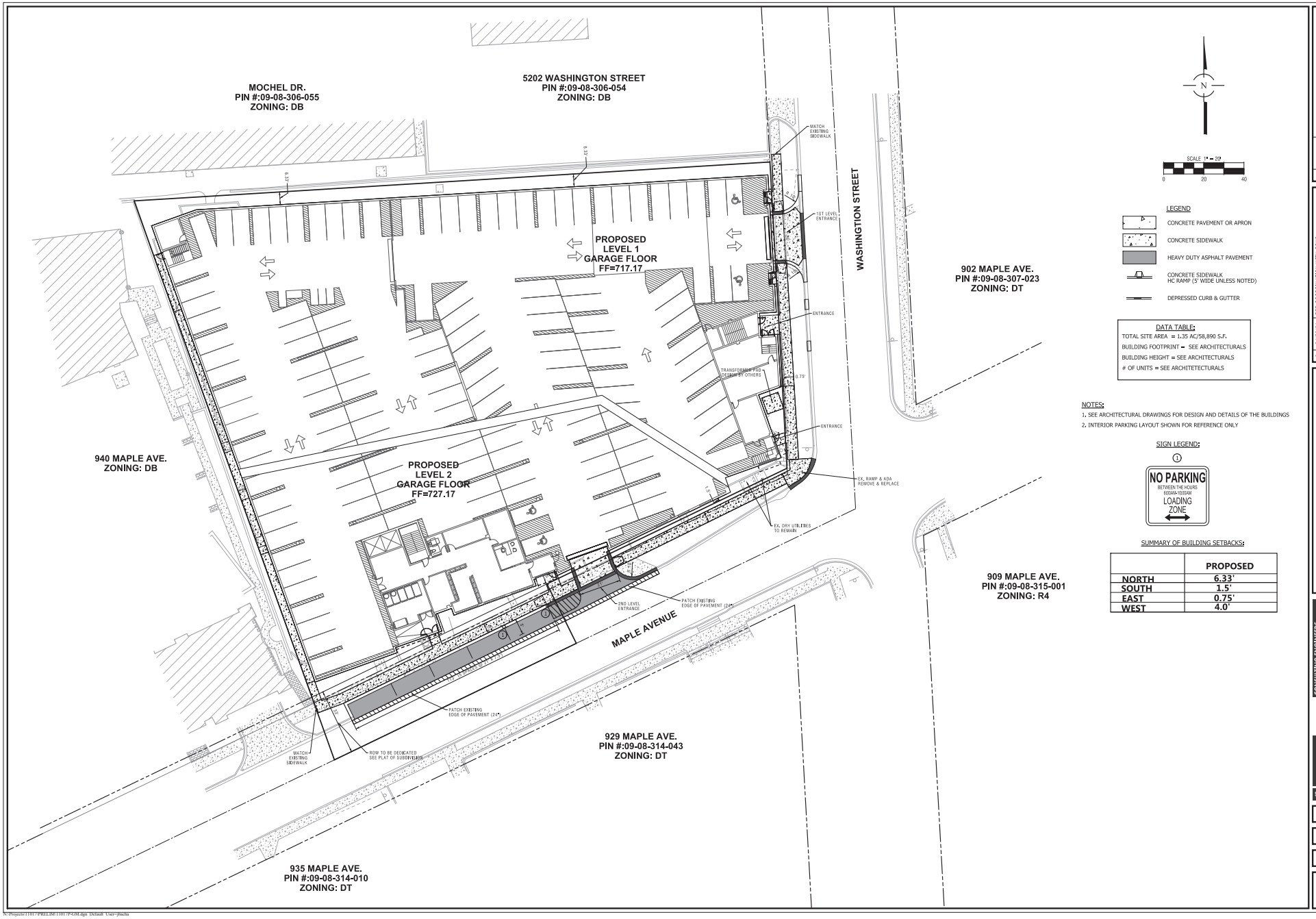
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DATE:
02/08/21

JOB NO.
11017

SHEET
DEMO
4 OF 15

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NO.	DATE	REMARKS
6	04/29/21	PER COORDINATION WITH OPUS
5	04/16/21	PER VILLAGE REVIEW
4	03/29/21	PER COORDINATION WITH OPUS
3	03/19/21	PER VILLAGE REVIEW
1	02/18/21	PER COORDINATION WITH OPUS
NO.	DATE	REMARKS

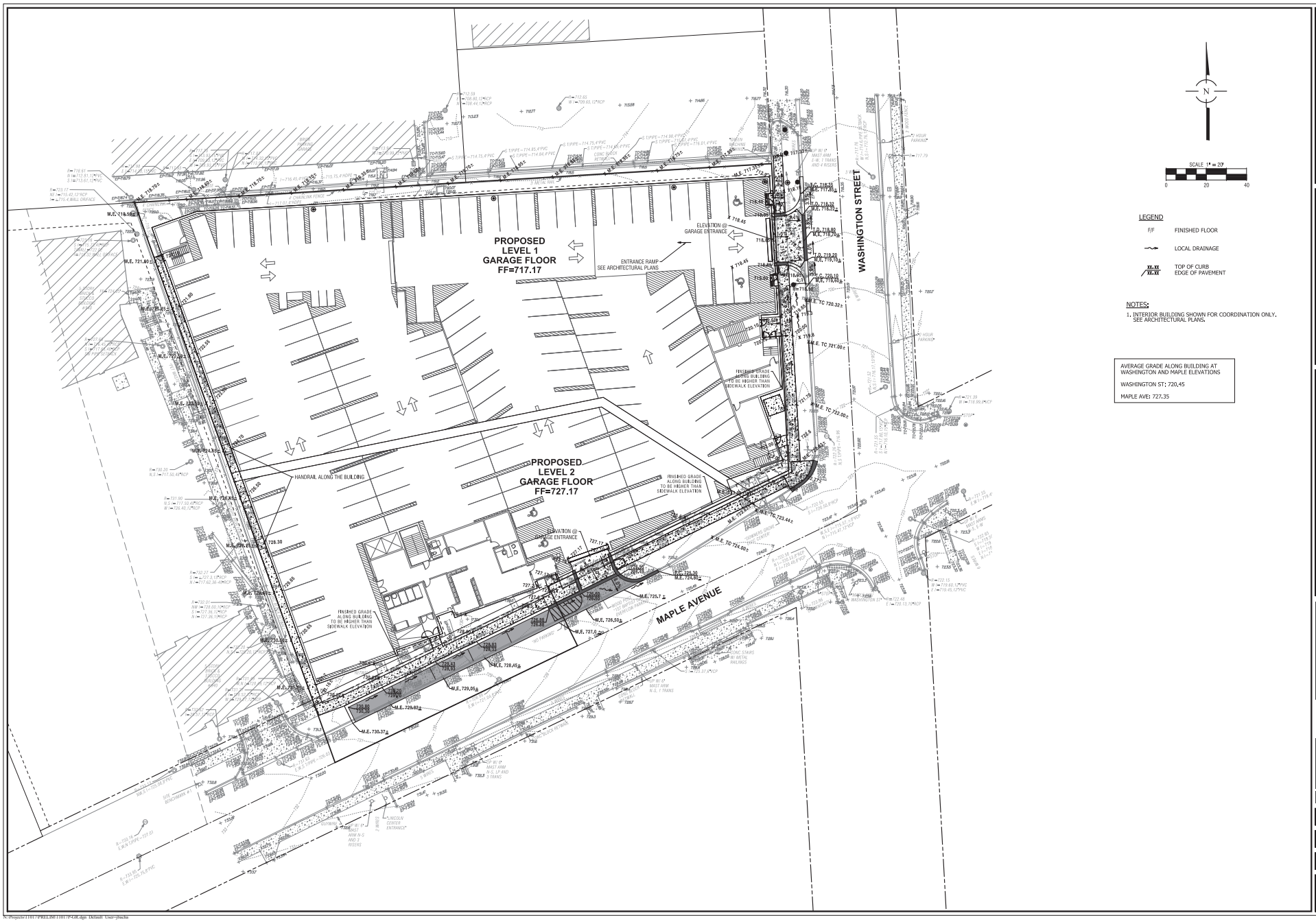
GEOMETRIC PLAN

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

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9575 W. Higgins Road, Suite 700,
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SPACECO INC.

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DATE: 02/08/21
JOB NO. 11017
SHEET GM
5 OF 15

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NO.	DATE	REMARKS
6	04/29/21	PER COORDINATION WITH OPUS
4	03/26/21	PER COORDINATION WITH OPUS
3	03/19/21	PER VILLAGE REVIEW
2	02/19/21	PER COORDINATION WITH OPUS
1	02/18/21	PER COORDINATION WITH OPUS

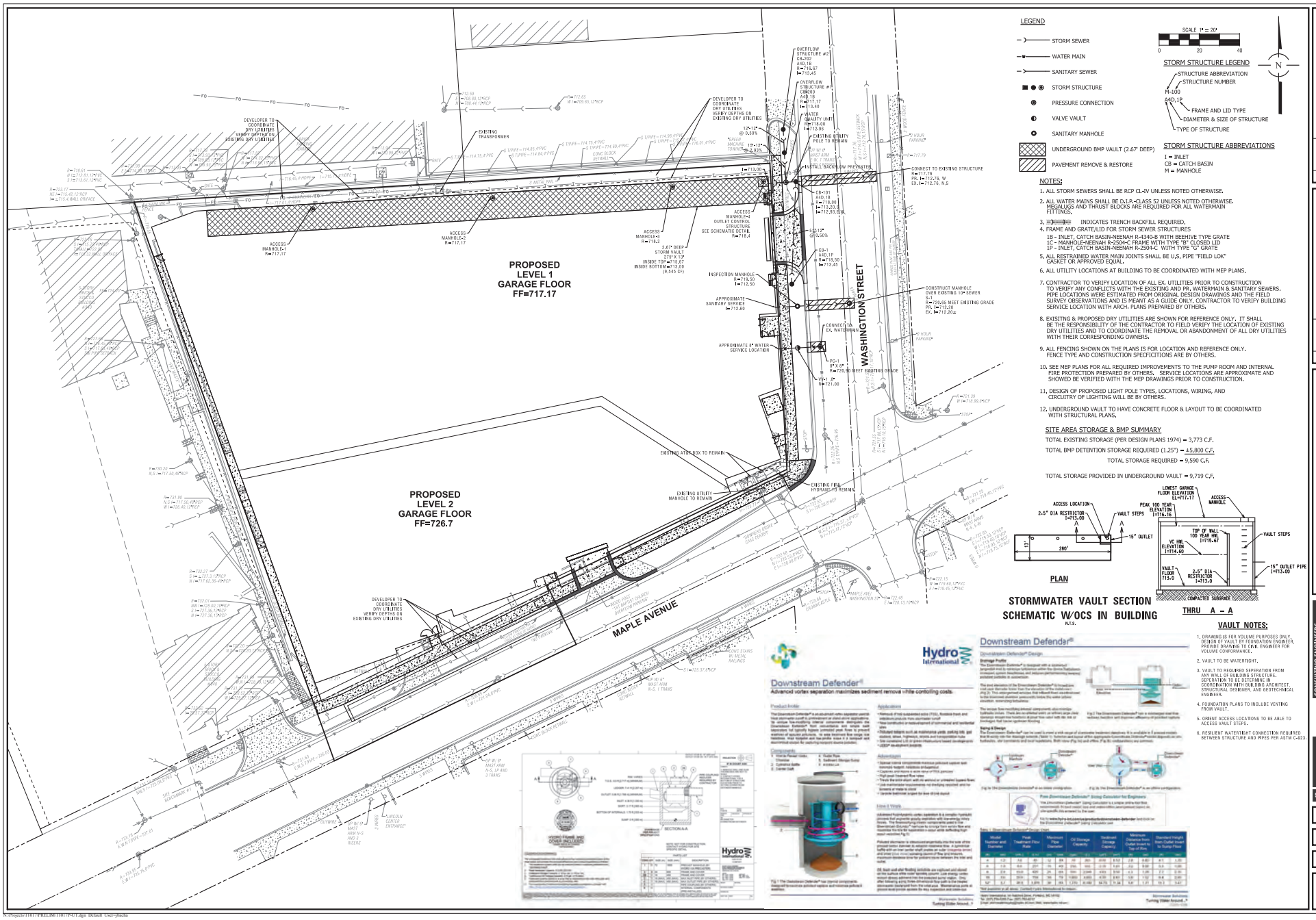
GRADING PLAN

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
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9575 W. Higgins Road, Suite 700,
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SPACECO INC.

FILENAME: 11017P-GR.DGN
DATE: 02/08/21
JOB NO. 11017
SHEET GR
6 OF 15

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LEGEND

- STORM SEWER
- WATER MAIN
- SANITARY SEWER
- STORM STRUCTURE
- PRESSURE CONNECTION
- VALVE VAULT
- SANITARY MANHOLE
- UNDERGROUND BMP VAULT (2.67' DEEP)
- PAVEMENT REMOVE & RESTORE

SCALE 1" = 20'

0 20 40

N

STORM STRUCTURE LEGEND

STRUCTURE ABBREVIATION
STRUCTURE NUMBER
M-100
640.1P
FRAME AND LID TYPE
DIAMETER & SIZE OF STRUCTURE
TYPE OF STRUCTURE

STORM STRUCTURE ABBREVIATIONS

I = INLET
CB = CATCH BASIN
M = MANHOLE

NOTES:

1. ALL STORM SEWERS SHALL BE RCP CL-4V UNLESS NOTED OTHERWISE.
2. ALL WATER MAINS SHALL BE D.I.P.-CLASS 52 UNLESS NOTED OTHERWISE. MEGALUGS AND THRUST BLOCKS ARE REQUIRED FOR ALL WATERMAIN FITTINGS.
3. INDICATES TRENCH BACKFILL REQUIRED.
4. FRAME AND GRATE/LID FOR STORM SEWER STRUCTURES
   1B - INLET, CATCH BASIN-NEENAH R-4340-B WITH BEEHIVE TYPE GRATE
   1C - MANHOLE-NEENAH R-2506-C FRAME WITH TYPE "B" CLOSED LID
   1P - INLET, CATCH BASIN-NEENAH R-2504-C WITH TYPE "G" GRATE
5. ALL RESTRAINED WATER MAIN JOINTS SHALL BE U.S. PIPE "FIELD LOK" GASKET OR APPROVED EQUAL.
6. ALL UTILITY LOCATIONS AT BUILDING TO BE COORDINATED WITH MEP PLANS.
7. CONTRACTOR TO VERIFY LOCATION OF ALL EX. UTILITIES PRIOR TO CONSTRUCTION TO VERIFY ANY CONFLICTS WITH THE EXISTING AND PR. WATERMAIN & SANITARY SEWERS. PIPE LOCATIONS WERE ESTIMATED FROM ORIGINAL DESIGN DRAWINGS AND THE FIELD SURVEY OBSERVATIONS AND IS MEANT AS A GUIDE ONLY. CONTRACTOR TO VERIFY BUILDING SERVICE LOCATION WITH ARCH. PLANS PREPARED BY OTHERS.
8. EXISITNG & PROPOSED DRY UTILITIES ARE SHOWN FOR REFERENCE ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE LOCATION OF EXISTING DRY UTILITIES AND TO COORDINATE THE REMOVAL OR ABANDONMENT OF ALL DRY UTILITIES WITH THEIR CORRESPONDING OWNERS.
9. ALL FENCING SHOWN ON THE PLANS IS FOR LOCATION AND REFERENCE ONLY. FENCE TYPE AND CONSTRUCTION SPECFICITIONS ARE BY OTHERS.
10. SEE MEP PLANS FOR ALL REQUIRED IMPROVEMENTS TO THE PUMP ROOM AND INTERNAL FIRE PROTECTION PREPARED BY OTHERS. SERVICE LOCATIONS ARE APPROXIMATE AND SHOWED BE VERIFIED WITH THE MEP DRAWINGS PRIOR TO CONSTRUCTION.
11. DESIGN OF PROPOSED LIGHT POLE TYPES, LOCATIONS, WIRING, AND CIRCUITRY OF LIGHTING WILL BE BY OTHERS.
12. UNDERGROUND VAULT TO HAVE CONCRETE FLOOR & LAYOUT TO BE COORDINATED WITH STRUCTURAL PLANS.

SITE AREA STORAGE & BMP SUMMARY

TOTAL EXISTING STORAGE (PER DESIGN PLANS 1974) = 3,773 C.F.

TOTAL BMP DETENTION STORAGE REQUIRED (1.25") = ±5,800 C.F.

TOTAL STORAGE REQUIRED = 9,590 C.F.

TOTAL STORAGE PROVIDED IN UNDERGROUND VAULT = 9,719 C.F.

PLAN

STORMWATER VAULT SECTION
SCHEMATIC W/OCS IN BUILDING
N.T.S.

THRU A – A

VAULT NOTES:

1. DRAWING IS FOR VOLUME PURPOSES ONLY. DESIGN OF VAULT BY FOUNDATION ENGINEER. PROVIDE DRAWING TO CIVIL ENGINEER FOR VOLUME CONFORMANCE.
2. VAULT TO BE WATERTIGHT.
3. VAULT TO REQUIRED SEPERATION FROM ANY WALL OF BUILDING STRUCTURE. SEPERATION TO BE DETERMINE IN COORDINATION WITH BUILDING ARCHITECT, STRUCTURAL DESIGNER, AND GEOTECHNICAL ENGINEER.
4. FOUNDATION PLANS TO INCLUDE VENTING FROM VAULT.
5. ORIENT ACCESS LOCATIONS TO BE ABLE TO ACCESS VAULT STEPS.
6. RESILIENT WATERTIGHT CONNECTION REQUIRED BETWEEN STRUCTURE AND PIPES PER ASTM C-923.

NO.	DATE	REMARKS
5	04/16/21	PER VILLAGE REVIEW
4	03/29/21	PER COORDINATION WITH OPUS
3	03/19/21	PER VILLAGE REVIEW
2	02/18/21	PER COORDINATION WITH OPUS
1	02/10/21	REMARKS
NO.	DATE	REMARKS

UTILITY PLAN

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4400 Fax: (847) 696-4065

SPACECO INC.

FILENAME: 11017P-UT.DGN

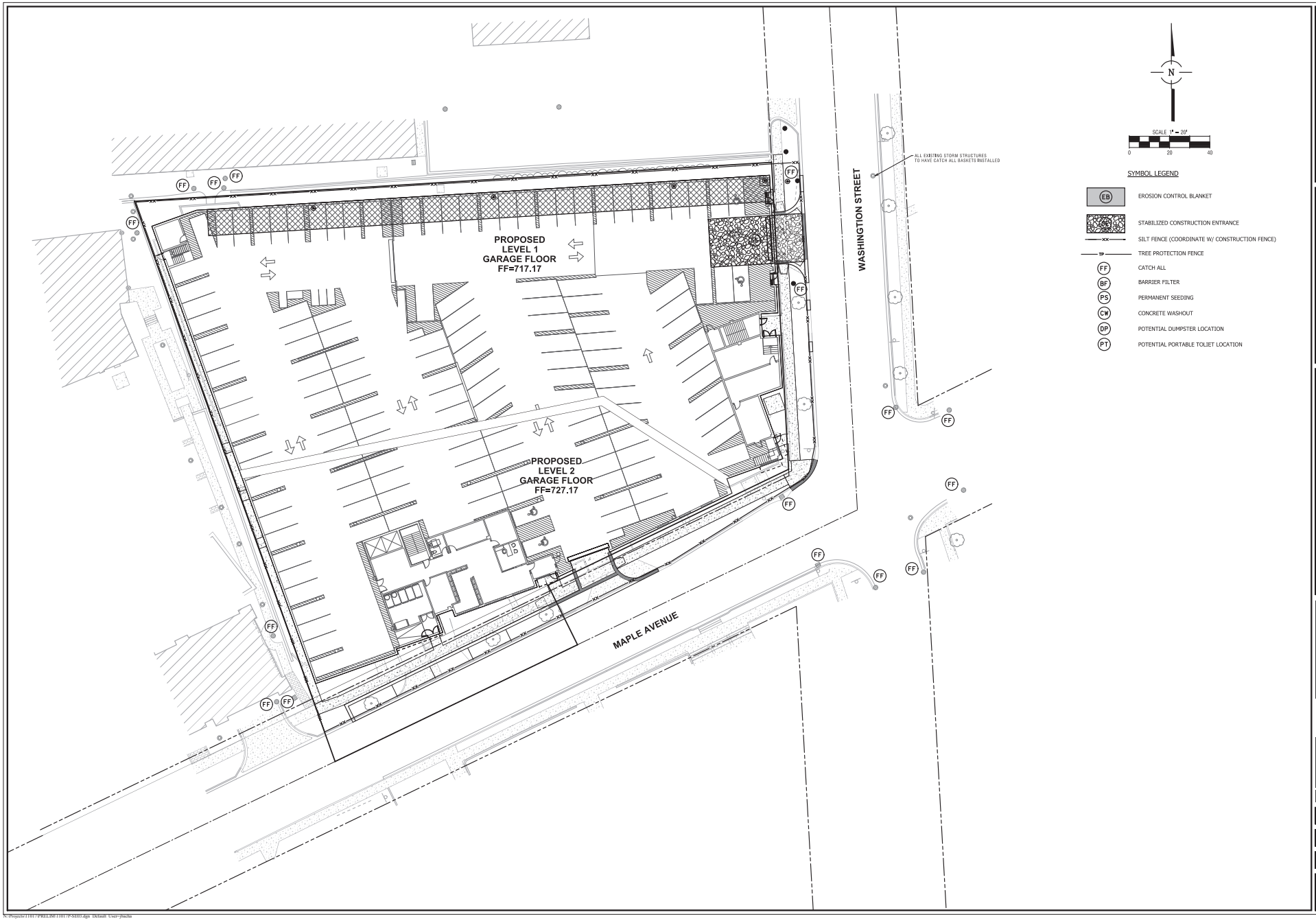
DATE: 02/08/21

JOB NO. 11017

SHEET UT

7 OF 15

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NO.	DATE	REMARKS
3	03/19/21	PER VILLAGE REVIEW
2	02/18/21	PER COORDINATION WITH OPUS
1	02/18/21	REMARKS

SOIL EROSION AND SEDIMENT CONTROL PLAN - 3

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4400 Fax: (847) 696-4065

SPACECO INC.

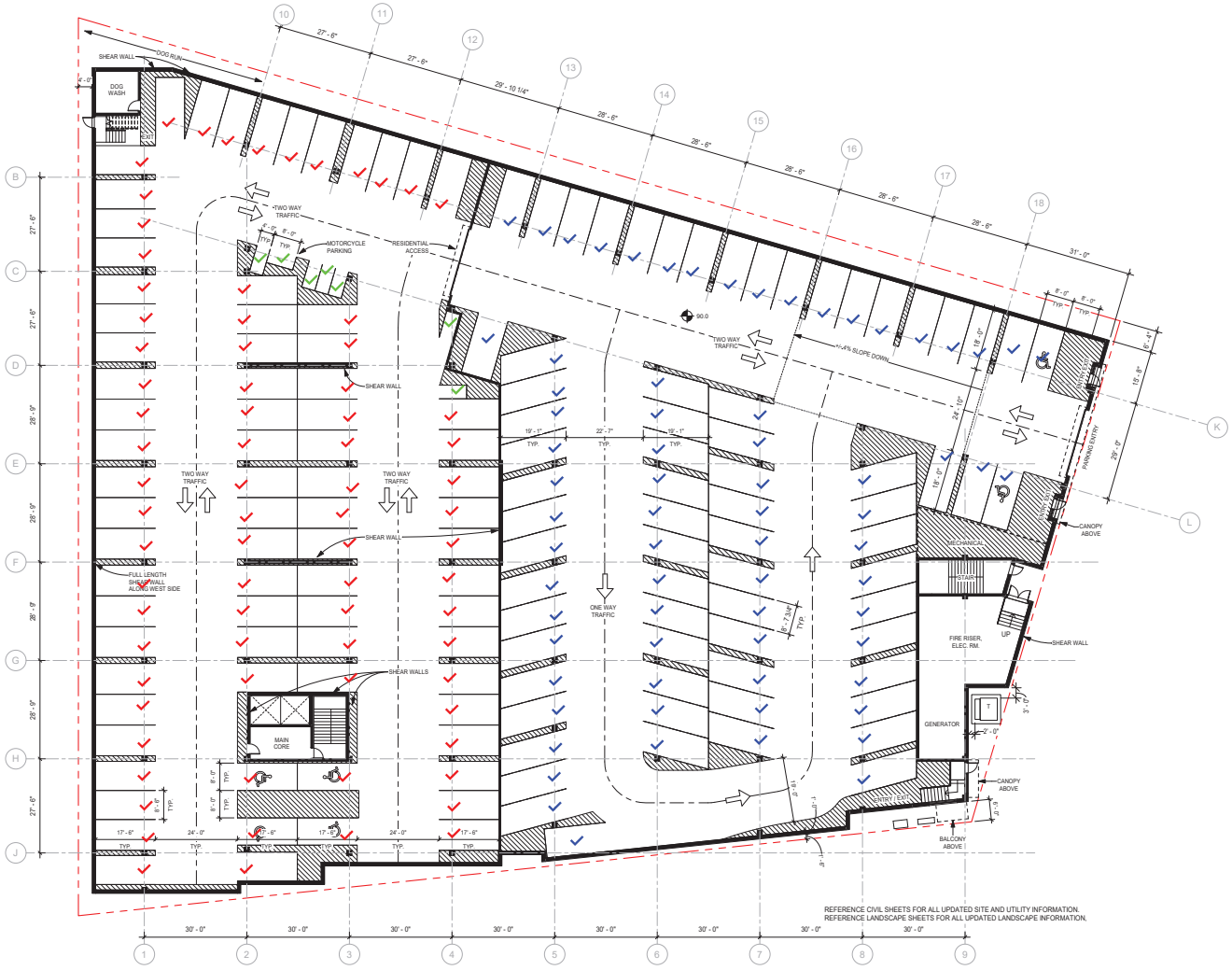
FILENAME: 11017P-SE03.DGN

DATE: 02/08/21

JOB NO. 11017

SHEET
SE3
10 OF 15

N:\Projects\11017\PRELIM\11017P-SE03.dgn Default User=jbacha



2 LEVEL 1 Parking
1/16" = 1'-0"

0' 8' 16' 32'

LEVEL 1 STALL COUNTS

- LEVEL 1 CHURCH COUNT (71)
- LEVEL 1 RESIDENT COUNT (77)
- LEVEL 1 MOTOR CYCLE COUNT (7)

PLOT DATE: 2/25/2021 10:02:50 AM

OPUS
THE OPUS GROUP

Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
Downers Grove, IL

PROJECT NUMBER
31796

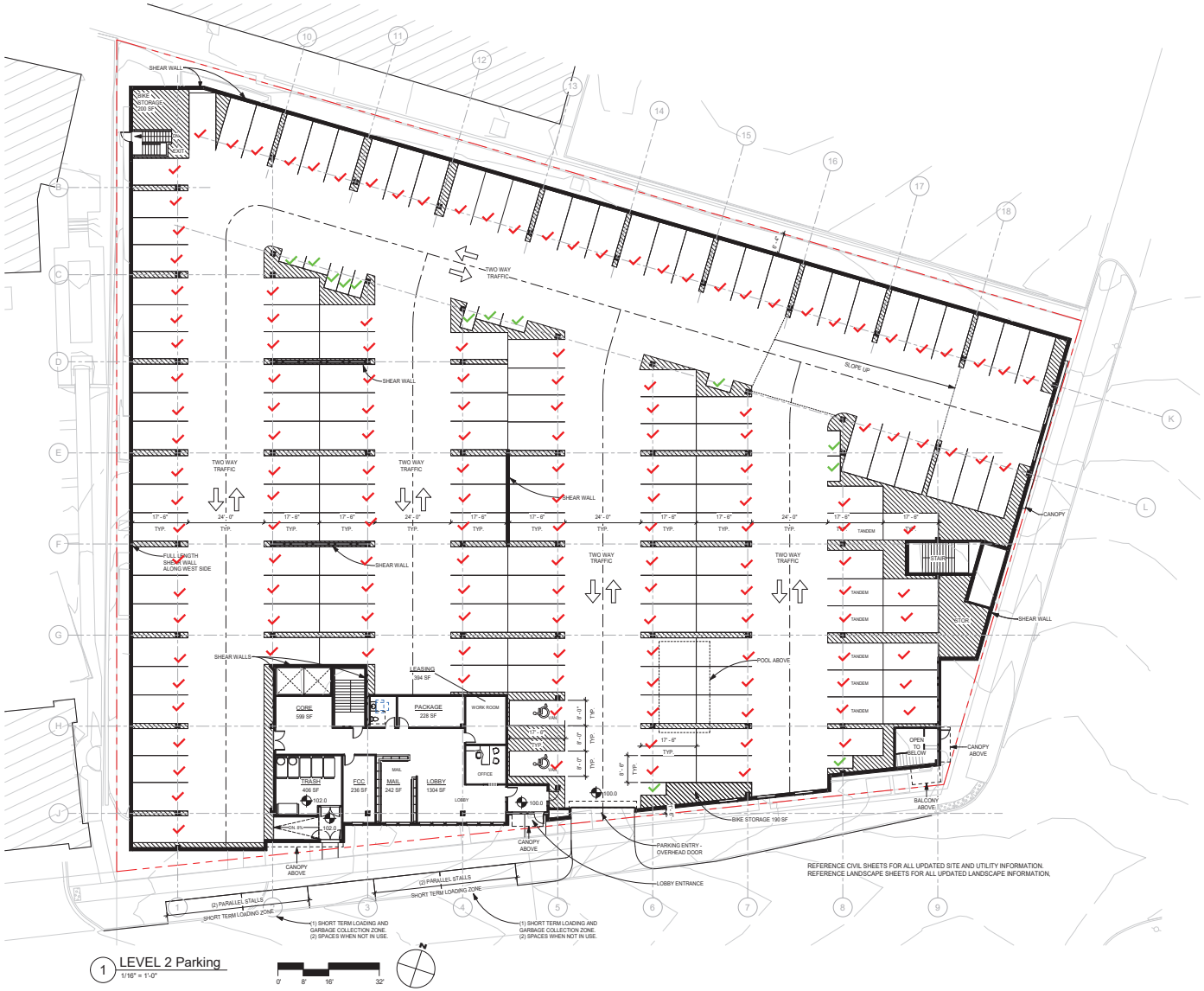
ISSUE RECORD
2021-02-26 Planning Commission Submittal

DATE
02/26/21
PROJECT MANAGER
J. Caesar
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Level 1 Parking

SHEET NUMBER
A.01



1 LEVEL 2 Parking
1/16" = 1'-0"

0' 8' 16' 32'

LEVEL 2 STALL COUNTS

LEVEL 2 RESIDENT COUNT (152)

LEVEL 2 MOTOR CYCLE COUNT (13)

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Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
10350 Bren Road West
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CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
Downers Grove, IL

PROJECT NUMBER
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ISSUE RECORD
2021-02-26 Planning Commission Submittal

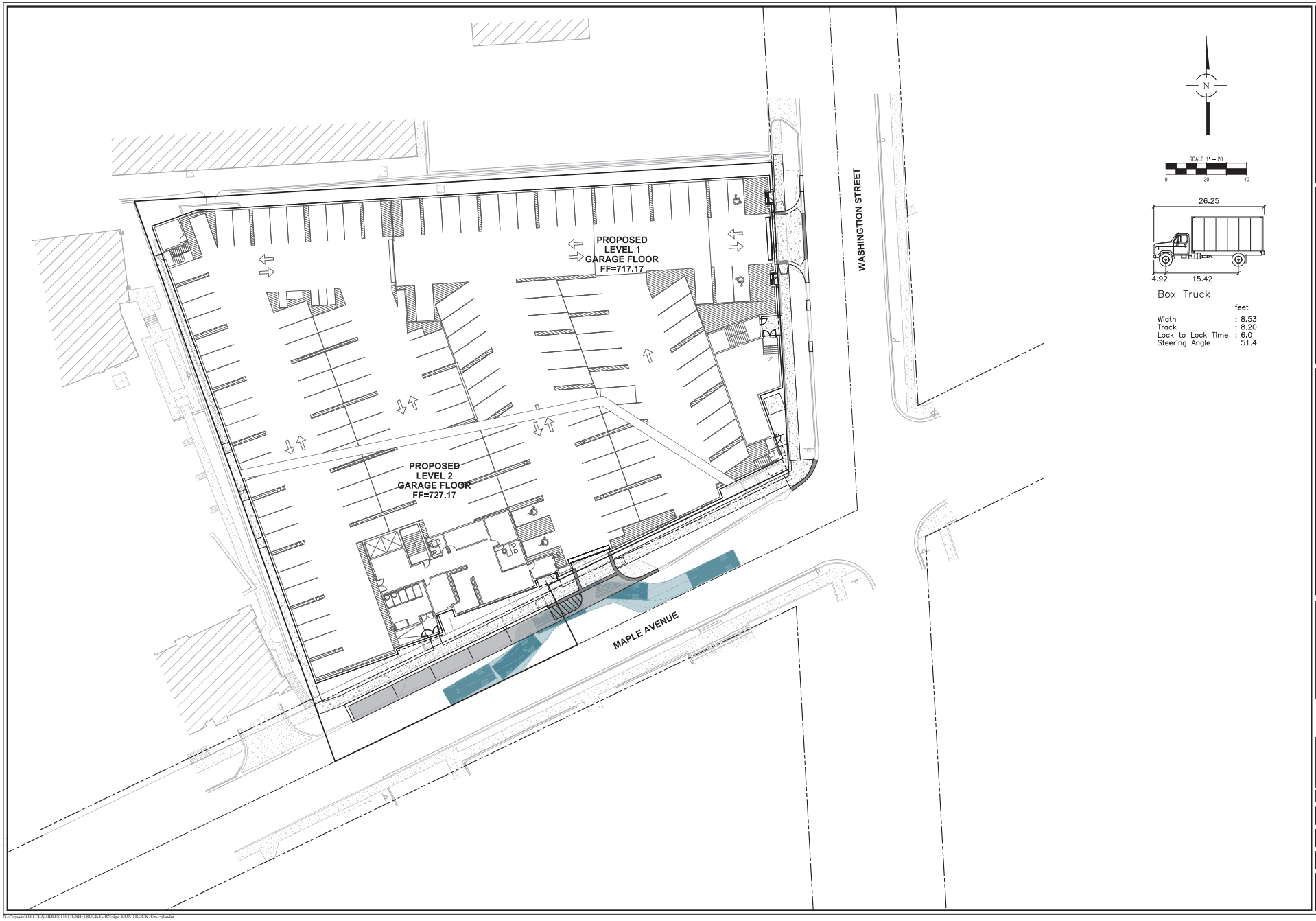
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02/26/21
PROJECT MANAGER
J. Caesar
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Level 2 Parking

SHEET NUMBER
A.02

PLOT DATE: 2/25/2021 10:02:51 AM



NO.	DATE	REMARKS
4	03/29/21	PER COORDINATION WITH OPUS
3	03/19/21	PER VILLAGE REVIEW

BOX TRUCK TURN EXHIBIT

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4400 Fax: (847) 696-4065

SPACECO INC.

FILENAME: 11017EXH-TRUCKTURN.DGN
DATE: 03/19/21
JOB NO. 11017
SHEET BTE
1 OF 1

N:\Projects\11017\EXHIBITS\11017EXH-TRUCKTURN.dgn 'BOX TRUCK' User=jbuchs

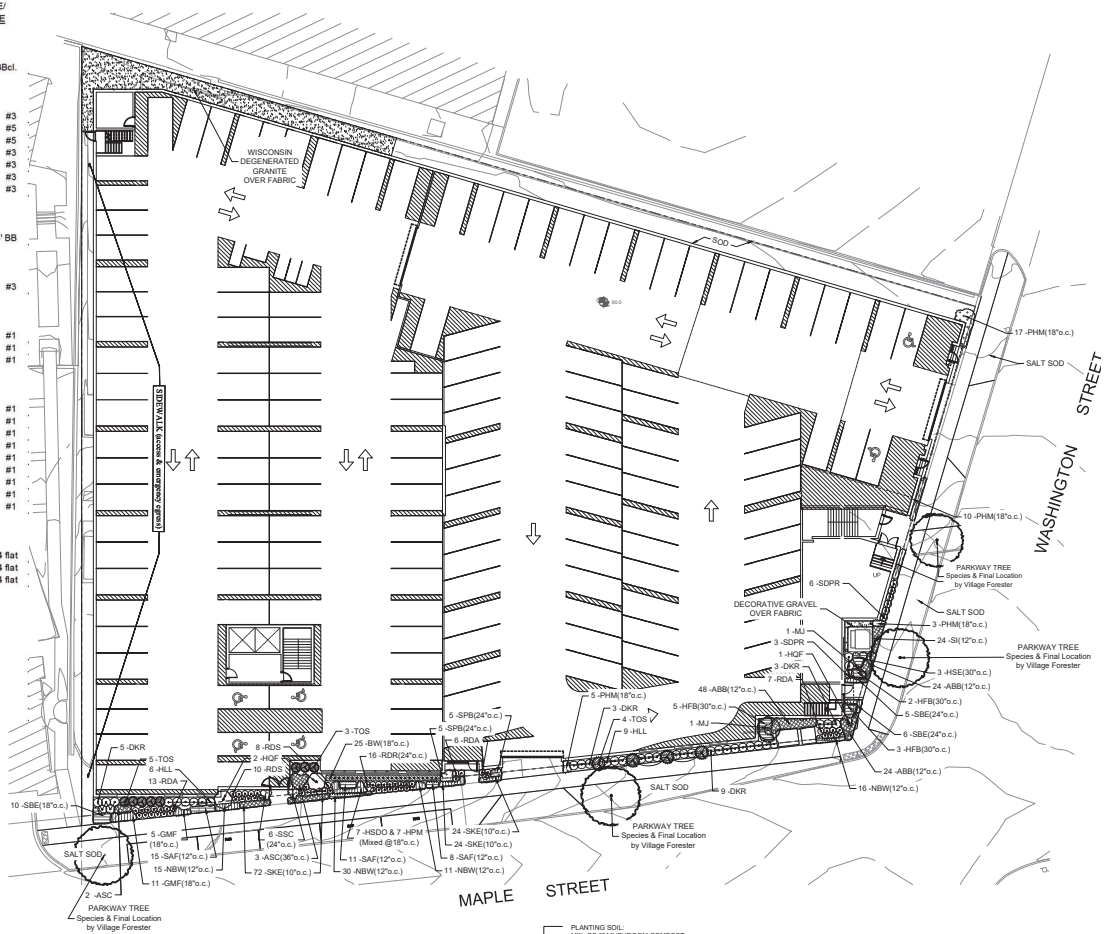
CAUTION: IF THIS SHEET IS NOT 24"x36", THEN IT IS NOT AT THE SCALE INDICATED

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ TYPE
		DECIDUOUS ORNAMENTAL TREES		
MJ	2	Magnolia x 'Jane'	Jane Magnolia	6' BBcl.
		DECIDUOUS SHRUBS & SHRUB ROSES		
DKR	20	Diervilla r. 'G2X885411'	Red Kodiak Diervilla	#3
HLL	15	Hydrangea p. 'Jane'	Little Lime Hydrangea	#5
HQF	3	Hydrangea p. 'Bulk'	Quick Fire Hydrangea	#5
RDA	26	Rosa 'Meimirote'	Apricot Drift Rose	#3
RDR	16	Rosa 'Meigalpio'	Red Drift Rose	#3
RDS	18	Rosa 'Meiswetdom'	Drift Sweet Rose	#3
SDPR	9	Spiraea j. 'SMNSJMFR"	Double Play Red Spirea	#3
		EVERGREEN SHRUBS		
TOS	12	Thuja o. 'Smaragd'	Emerald Green Arborvitea	4' BB
		BROADLEAF EVERGREENS		
BW	25	Buxus m var.Koreana 'Wintergreen'	Wintergreen Boxwood	#3
		ORNAMENTAL GRASS		
PHM	42	Panicum v.'Heavy Metal'	Heavy Metal Switch Grass	#1
SPB	10	Schizachyrium s. 'Prairie Blues'	Prairie Blues Little Bluestem	#1
SSC	6	Schizachyrium s. 'Carousel'	Carousel Little Bluestem	#1
		PERENNIALS		
ASC	5	Amsonia t. 'Storm Cloud'	Storm Cloud Blue Star	#1
GMF	16	Geranium s. 'Max Frie'	Max Frie Geranium	#1
HPM	7	Hemerocallis 'Pardon Me'	Pardon Me Daylily	#1
HSDO	7	Hemerocallis 'Stella-de-Oro'	Stella-de-Oro Daylily	#1
HFB	10	Hosta 'Fragrant Bouquet'	Fragrant Bouquet Hosta	#1
HSE	3	Hosta s. 'Elegans'	Elegans Siebold Hosta	#1
NBW	72	Nepeta r. 'Blue Wonder'	Blue Wonder Catmint	#1
SAF	34	Sedum 'Autumn Fire'	Autumn Fire Stonecrop	#1
SBE	15	Stachys b.'Big Ears'	Big Ears Lamb's Ear	#1
		GROUNDCOVERS & VINES		
ABB	4	Ajuga r. 'Bronze Beauty'	Carpet Bugleweed (96 plants)	from 24 flat
SI	1	Sedum 'Immergrunchen'	Little Evergreen Sedum(24 plants)	from 24 flat
SKE	5	Sedum k. var. ellacombeanum	Japanese Stonecrop(120 plants)	from 24 flat

MATERIAL & LABOR LIST:

QTY	ITEM	DESCRIPTION
60 SF	Washed Gravel over Fabric (3" Depth)	
1,180 SF	Wisconsin Degenerated Granite over Fabric (3" Depth)	
TBD SY	Sod	Salt Sod
30 CY	Mulch	Shredded Hardwood Bark
1 CY	Mulch	Southern Pine Bark Fines
6 CY	Mulch	Compost (Yard Waste or Mushroom)



GENERAL NOTES:

Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sun scald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

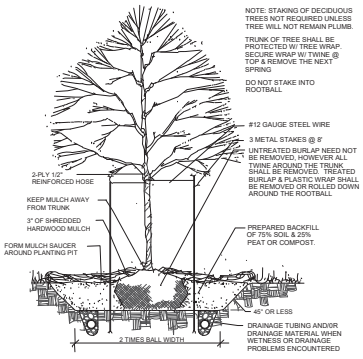
All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

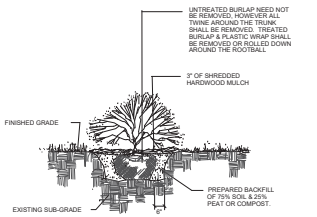
All plant material shall be guaranteed for one (1) year from the date of acceptance.

All completed planting beds and tree saucers, except for groundcover beds, shall be mulched with three (3) inches of un-dyed shredded hardwood bark. All groundcover beds shall be mulched with three (3) inches of pine bark fines.



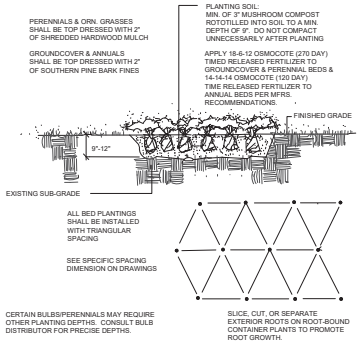
DECIDUOUS TREE

NTS



SHRUBS

NTS



BED PLANTING DETAIL

(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVER & ANNUALS)

NTS





EXPIRES: 10/31/2021

811 Know what's below. Call before you dig.

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The drawings, specifications, design ideas, and other information contained within as prepared by the Landscape Architect and/or Land Planner for this project are instruments of the Landscape Architect's and/or Land Planner's service, for use solely with respects to this project and, unless otherwise provided, the Landscape Architect and/or Land Planner shall be deemed the author of these documents and shall retain all common law, statutory, and other rights, including copyright. This drawing is not to be reproduced without the expressed written consent of IVES/RYAN GROUP, INC.

REVISIONS

3 - Architectural Revision	04-02-21
2 - Village Review #1	03-24-21
1 - Client Review	02-23-21

DOWNERS GROVE MULTI-FAMILY

DOWNERS GROVE, ILLINOIS

OPUS THE OPUS GROUP

Driven to Deliver®

IRG Ives/Ryan Group, Inc.
1741 S. WIESBROOK ROAD
WHEATON, IL 60189
PHONE: 630.738.0726

Landscape Architecture
Park & Recreation Design
Site & Community Planning

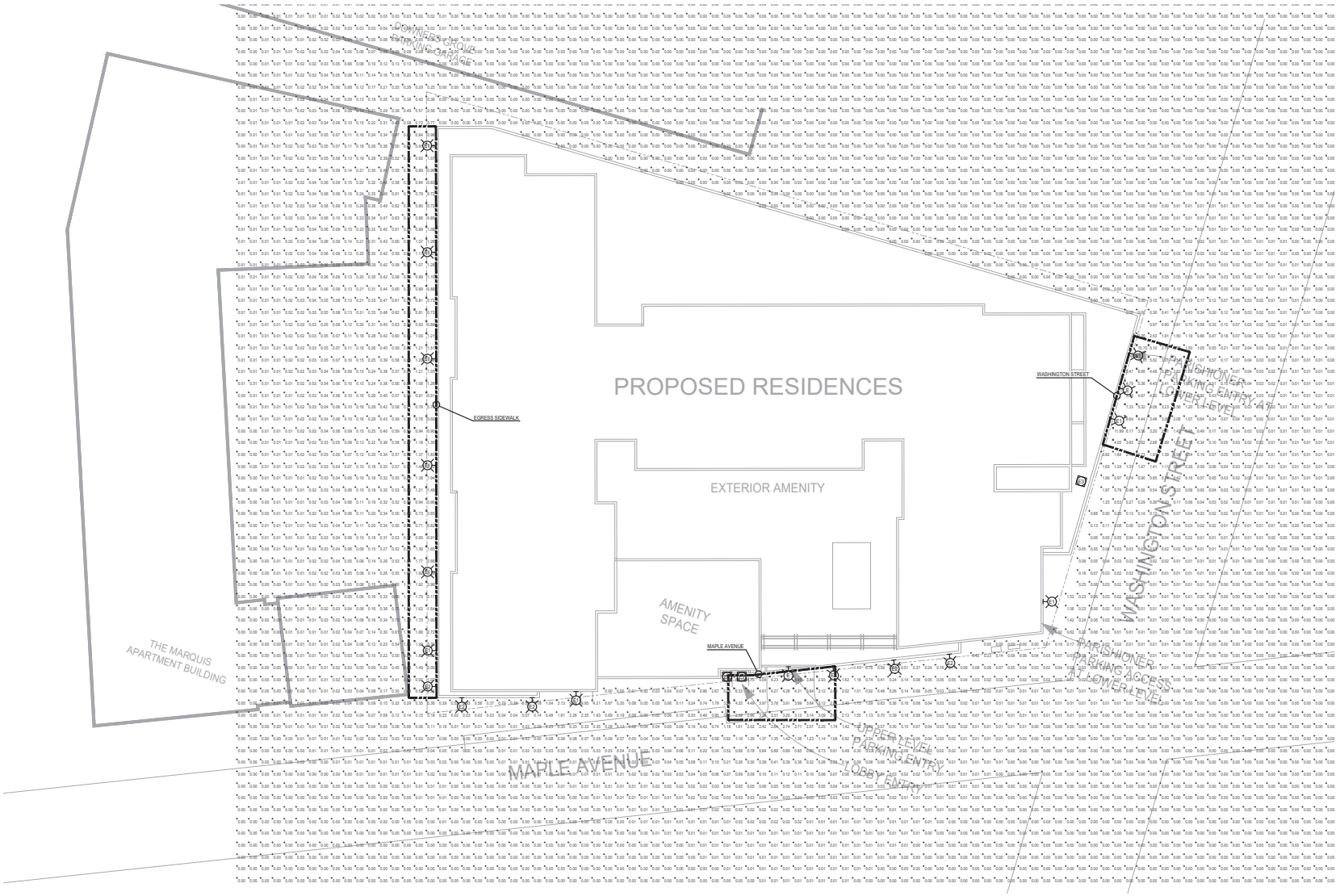
www.ivesryangroup.com

PRELIMINARY LANDSCAPE PLAN

PROJECT NO.: L121 JOB NO.: 9274

DATE: 02-22-21
SCALE: 1"=20'
PLANNER: JMR
DRAWN BY:
CHECKED:

SHEET L-5



PHOTOMETRIC SITE PLAN
SCALE: 1"=20'-0"

LIGHTING ANALYSIS NOTES: (MAPLE AVENUE)	
1. AVERAGE FOOTCANDLES:	3.92
2. MAXIMUM FOOTCANDLES:	6.70
3. MINIMUM FOOTCANDLES:	2.17
4. MAXIMUM/MINIMUM RATIO:	3.1:1
5. AVERAGE/MINIMUM RATIO:	1.8:1

LIGHTING ANALYSIS NOTES: (WASHINGTON STREET)	
1. AVERAGE FOOTCANDLES:	4.43
2. MAXIMUM FOOTCANDLES:	12.81
3. MINIMUM FOOTCANDLES:	1.64
4. MAXIMUM/MINIMUM RATIO:	7.8:1
5. AVERAGE/MINIMUM RATIO:	2.7:1

LIGHTING ANALYSIS NOTES: (EGRESS SIDEWALK)	
1. AVERAGE FOOTCANDLES:	1.26
2. MAXIMUM FOOTCANDLES:	3.30
3. MINIMUM FOOTCANDLES:	0.35
4. MAXIMUM/MINIMUM RATIO:	9.4:1
5. AVERAGE/MINIMUM RATIO:	3.6:1

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952-656-4444

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Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

KORNACKI & ASSOCIATES, INC.
CONSULTING ELECTRICAL ENGINEERS
5420 SOUTH WESTRIDGE DRIVE
NEW BERLIN, WI 53151
(262) 784-3323 FAX (262) 784-5014

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Avenue
Downers Grove, IL

PROJECT NUMBER
31796 (K&A-20078)

ISSUE RECORD

DATE
04/05/21
PROJECT MANAGER
D. KORNACKI
DRAWN BY
S. BISKUPSKI
CHECKED BY
D. KORNACKI

REGISTRATION

Date: 04/05/21
Lic. Exp.: 11/30/21

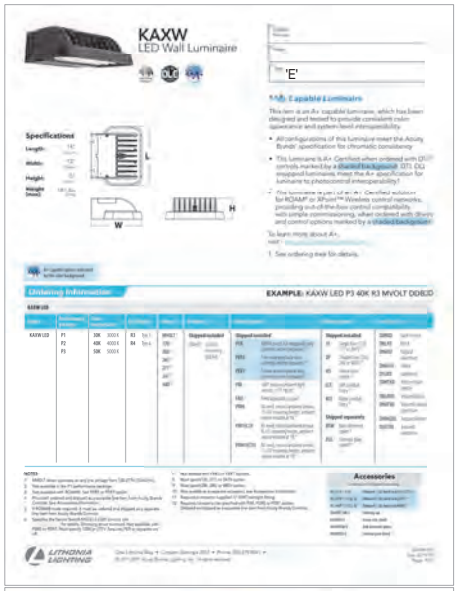
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PHOTOMETRIC SITE PLAN

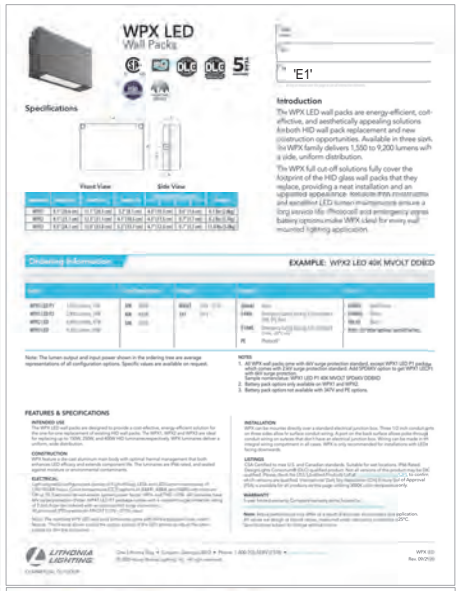
SHEET NUMBER
E1.0

FIXTURE SCHEDULE

21008

TYPE	INPUT WATTS	VOLTS	LUMENS	COLOR TEMP	CRI 70+	CRI 80+	CRI 90+	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	SHIELDING	FINISH	MOUNTING	CONTROLS INTEGRAL	CONTROLS REMOTE	SEE NOTES
E	49	TBD	6115	4000K		●		EXTERIOR WALL BRACKET	LITHONIA	KAXW LED-P2-40K-R3-MVOLT-SBA		SBA	WALL ABOVE GARAGE DOOR		PHOTOCELL	
E1	11	TBD	1568	4000K		●		EXTERIOR WALL PACK	LITHONIA	WPX1 LED-P1-40K-MVOLT-SBA		SBA	WALL ABOVE MAN DOOR		PHOTOCELL	
E2	31	TBD	1500	4000K		●		EXTERIOR WALL SCONCE	VISA	OW1172-L40K L-MVOLT-GSIL		GRAPHITE SILVER	WALL		PHOTOCELL	
E3	18	TBD	1249	4000K		●		DOWNLIGHT	LITHONIA	LDN4SQ-40/15-LS4-AR-LSS-MVOLT-GZ1		WHITE	RECESSED		PHOTOCELL	









SYMBOLS / ABBREVIATIONS

20078

	WALL BRACKET/WALL SCONCE FIXTURE - SEE FIXTURE SCHEDULE
	SURFACE/PENDANT FIXTURE - SEE FIXTURE SCHEDULE
	RECESSED DOWNLIGHT FIXTURE - SEE FIXTURE SCHEDULE
	POLE & LUMINAIRE(S) FIXTURE - SEE FIXTURE SCHEDULE
	SWITCHED CIRCUIT
	BRANCH CIRCUIT
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AFI	ARC FAULT INTERRUPTER
AMP	AMPERES/AMPERAGE
AV	AUDIO VISUAL
BFC	BELOW FINISHED CEILING
BOL	BUILT-IN OVERLOAD
BRKR	BREAKER
BWE	BAKED WHITE ENAMEL
CBA	COLOR BY ARCHITECT
CRCT	CIRCUIT
CTL	CONTROL
DCP	DOCK EQUIPMENT CONTROL PANEL
DISC	DISCONNECT
EC	ELECTRICAL CONTRACTOR
EM	EMERGENCY
ER	EXISTING RELOCATED
ETC	ELECTRONIC TIME CLOCK CONTROL
EX	EXISTING TO REMAIN
EXD	EXISTING TO BE DEMO'D
EXR	EXISTING TO BE RELOCATED
EWC	ELECTRIC WATER COOLER
FAAP	FIRE ALARM ANNUNCIATOR PANEL
FACP	FIRE ALARM CONTROL PANEL
FLA	FULL LOAD AMPS
FLSW	FLOAT SWITCH
FPC	FIRE PROTECTION CONTRACTOR
FURN	FURNISHED
GC	GENERAL CONTRACTOR
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GND	GROUND
HOA	HAND-OFF-AUTOMATIC SWITCH
HP	HORSEPOWER
HVAC	HEATING AND VENTILATING CONTRACTOR
IG	ISOLATED GROUND
INT	INTEGRAL
IR	IN ROOM
IU	IN UNIT
JB	JUNCTION BOX
KW	KILOWATTS
LCP	LIGHTING CONTROL PANEL
LOC	LOCATION
LT	LOW TEMPERATURE
LTSW	LIGHT SWITCH
LVT	LOW VOLTAGE THERMOSTAT
MAG	MAGNETIC STARTER
MAN	MANUAL STARTER
MCA	MINIMUM CIRCUIT AMPS
MSPL	MANUAL STARTER WITH PILOT LIGHT
NL	NIGHT LIGHT
NU	NEAR UNIT
OHP	OVERHEAT PROTECTION
OS	OCCUPANCY SENSOR
OU	ON UNIT
PB	PUSH BUTTON
PC	PLUMBING CONTRACTOR
PESW	PNEUMATIC ELECTRIC SWITCH
PW	PREWIRED
RC	REFRIGERATION CONTRACTOR
RCC	REFRIGERATION CONTROL CONTRACTOR
RECEPT	RECEPTACLE
SBA	SELECTED BY ARCHITECT
SC	SEPARATE CIRCUIT
SPSW	SPEED SWITCH
SS	SOFT START
ST	SHUNT TRIP
SW	SWITCH
T	LINE VOLTAGE THERMOSTAT
TBD	TO BE DETERMINED
TC	TIME CLOCK
TCC	TEMPERATURE CONTROL CONTRACTOR
TCP	TEMPERATURE CONTROL PANEL
UM	UNIT MANUFACTURER
UNO	UNLESS NOTED OTHERWISE
VFD	VARIABLE FREQUENCY DRIVE
W	WATTS
WP	WEATHER PROOF ("WHILE-IN-USE")
XFMR	TRANSFORMER

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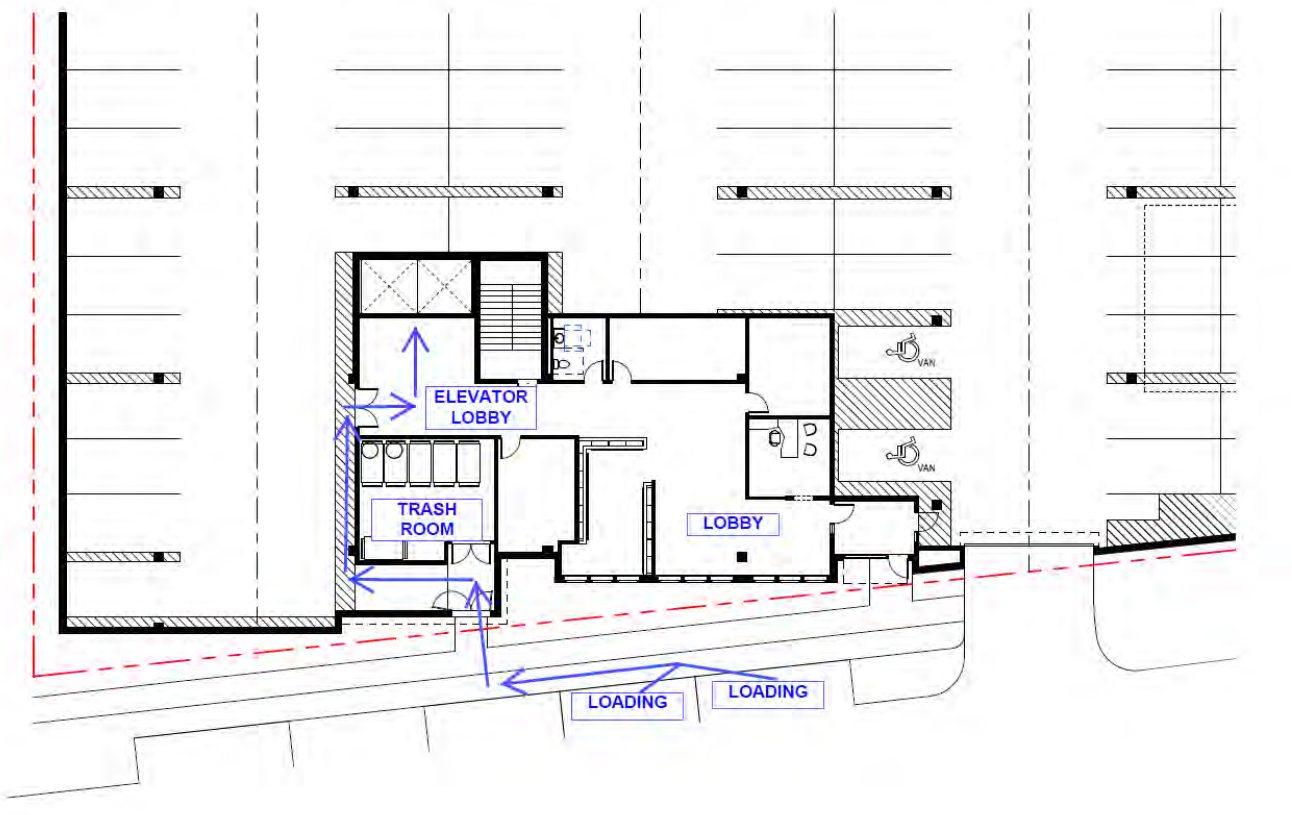
SHEET TITLE
SCHEDULES

SHEET NUMBER
E2.0

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THE OPUS GROUP

MOVE-IN EXHIBIT

New residents will be provided move-in instructions in a packet provided by property management when their lease is signed. In this packed, residents will be encourage to schedule the loading zone as far in advance as possible and they will schedule their moving window by contact the leasing office. This reservation will also hold their freight-elevator time slot. Per market standard, move-ins will be provided a two to three-hour time slot on Monday, Tuesday, Wednesday and Fridays from 9am – 5pm, Thursdays from 9 am to 6pm, Saturdays from 10:00 am to 4:00 pm, and Sundays from 12:00 pm – 5:00 pm. Three-hour windows are only given to two- and three-bedroom units. Typically, the last move-in of the day is set approximately an hour prior to office closing so that staff can monitor move-in progress and ensure everything is returned to original operating condition by the evening. On average, during busier leasing months of late spring to early autumn, there are no more than 3-4 move-ins maximum per day. The image below represents the route that will be taken by residents during their move-in.



Traffic Impact Study
Proposed Apartment Development

Downers Grove, Illinois



Prepared For:

OPUS
THE OPUS GROUP

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

March 24, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Downers Grove, Illinois. The site, which is currently occupied by TeachBeyond, a single-family home, and an approximate 73-space surface parking lot, is located in the northwest quadrant of the intersection of Washington Street with Maple Avenue. As proposed, the site will be redeveloped to provide a seven-story building containing approximately 167 units (five three-bedroom units, 40 two-bedroom units, 94 one-bedroom units, and 28 studio/alcove units), and an approximate 305-space parking garage with 234 parking spaces dedicated to residents which includes 20 motorcycle stalls, and 71 parking spaces reserved for the church school staff for the First Baptist Church Of Downers Grove. Access to the parking will be provided via an existing full movement access drive on Washington Street and an existing full movement access drive on Maple Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the development-generated traffic. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

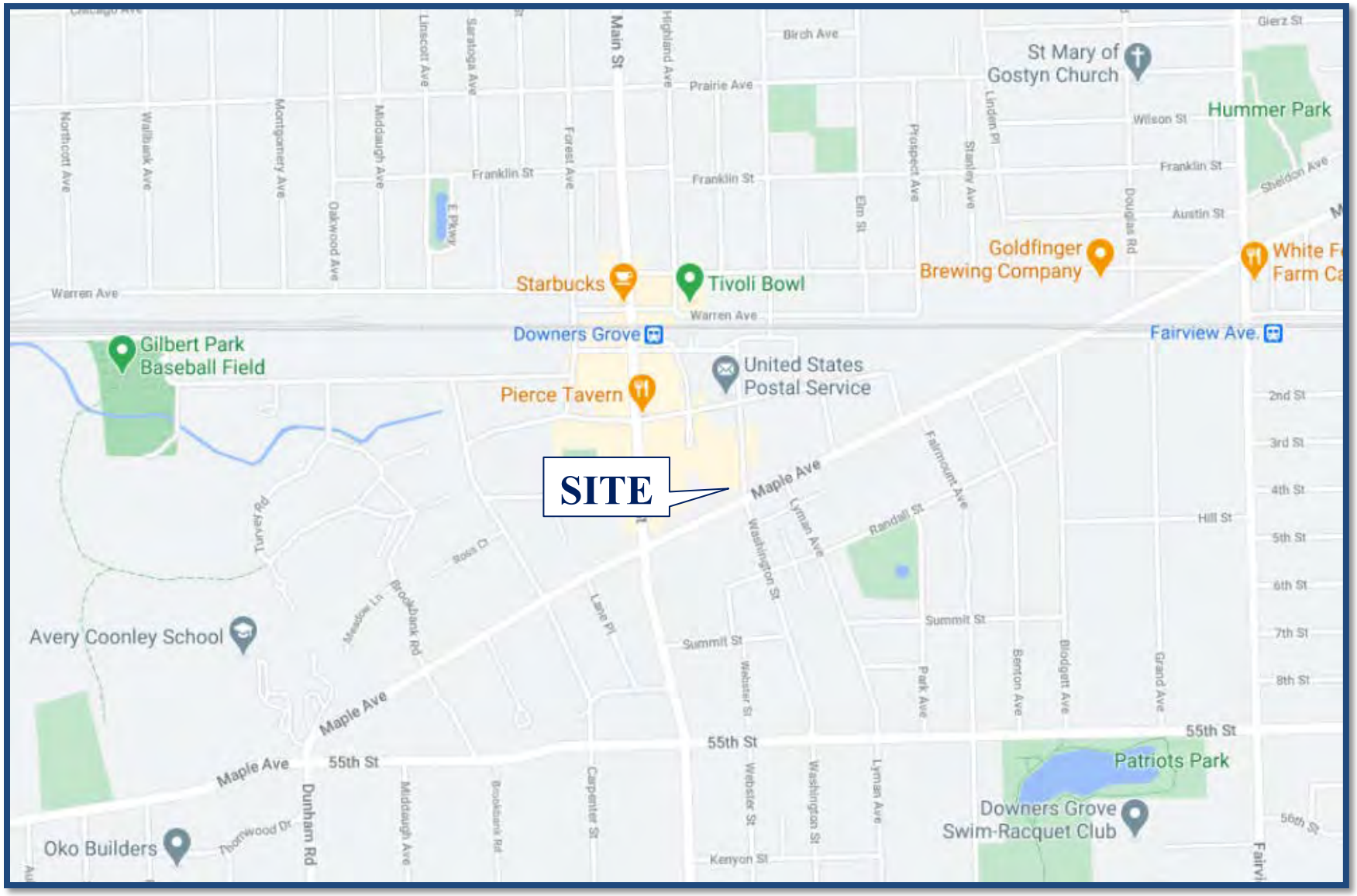
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the parking supply

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Background Conditions - Analyzes the capacity of the future roadway system using the traffic volumes that include the existing traffic volumes, and the ambient area growth not attributable to any particular development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the background traffic volume, and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

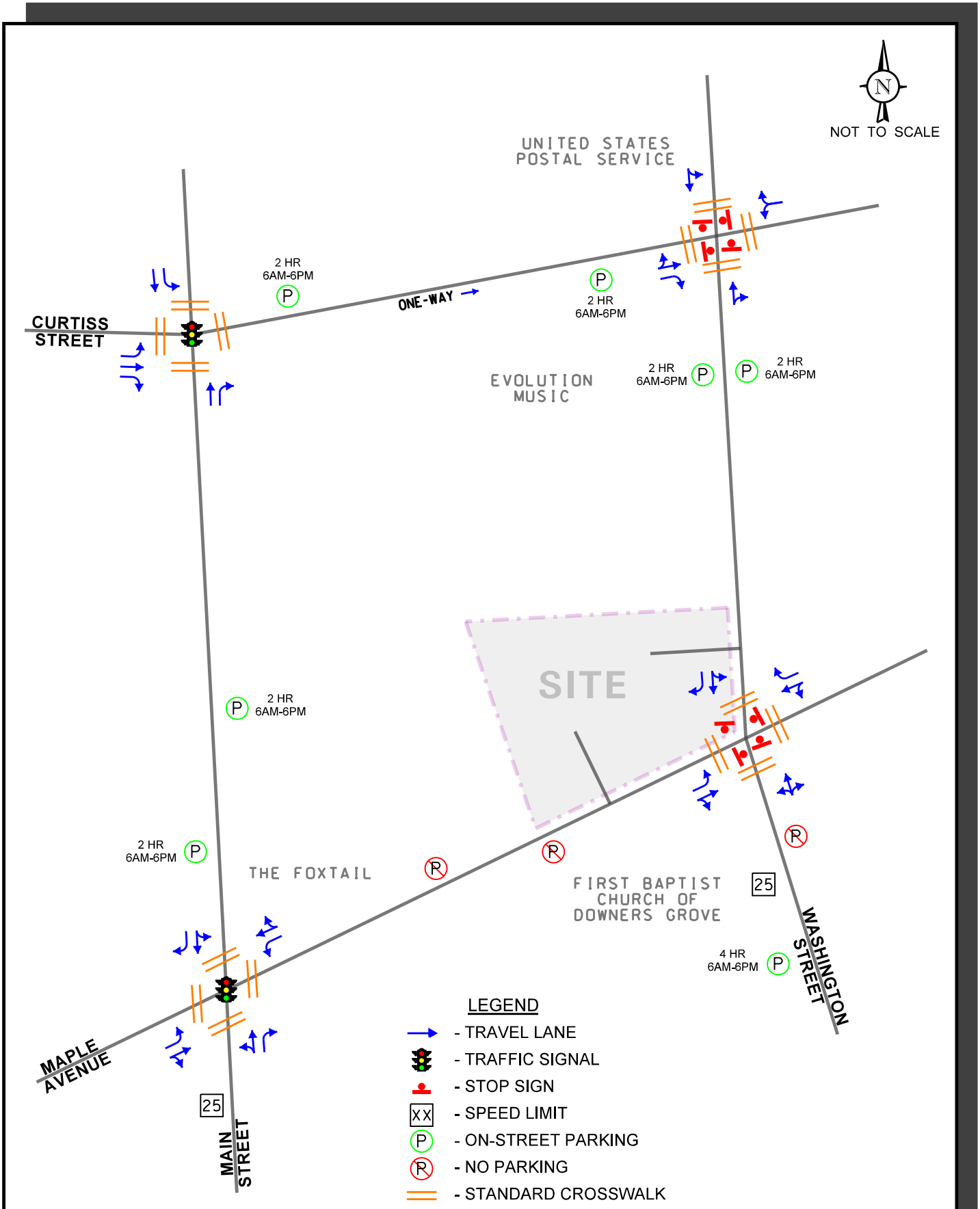
The site, which is currently occupied by TeachBeyond, a single-family home, and an approximate 73-space surface parking lot, is bounded by Washington Street to the east, Rory K Mc Ginty Law Office to the north, Maple Avenue to the south, and a condominium complex to the west. In addition, the site is located approximately 0.20 miles south of the Downers Grove station for the BNSF Metra Commuter Railway.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed development are described below and illustrated in **Figure 3**.

Main Street is a north-south, minor arterial that generally provides one lane in each direction in the vicinity of the site. At its signalized intersection with Curtiss Street, Main Street provides a through lane and an exclusive right-turn lane on the northbound approach. The southbound approach provides a through lane and an exclusive left-turn lane. In addition, standard style crosswalks are provided on the north and south legs of this intersection. At its signalized intersection with Maple Avenue, Main Street provides a combined through/left-turn lane and an exclusive right-turn lane on both approaches. In addition, standard style crosswalks are provided on the north and south legs of this intersection. Two-hour parking is generally provided on both sides of the road from 6:00 A.M. to 6:00 P.M. Main Street is under the jurisdiction of the Village of Downers Grove and carries an Annual Average Daily Traffic (AADT) volume of 14,900 vehicles (IDOT 2016).

Maple Avenue is an east-west, major collector that generally provides one lane in each direction in the vicinity of the site. At its signalized intersection with Main Street, Maple Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on both approaches. In addition, standard style crosswalks are provided on the east and west legs of this intersection. At its all-way stop-sign controlled intersection with Washington Street, Maple Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on the eastbound approach. The westbound approach provides an exclusive right-turn lane and a combined through/left-turn lane. In addition, standard style crosswalks are provided on the east and west legs of this intersection. Maple Avenue is under the jurisdiction of the Village of Downers Grove and carries an AADT volume of 6,350 vehicles (IDOT 2016).



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Existing Roadway Characteristics

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Washington Street is a north-south, major collector that generally provides one lane in each direction in the vicinity of the site. At its all-way stop-sign controlled intersection with Curtiss Street, Washington Street provides a combined through/right-turn lane on the northbound approach. The southbound approach provides a combined through/left-turn lane. Additionally, standard style crosswalks are provided on the north and south legs of this intersection. At its all-way stop-sign controlled intersection with Maple Avenue, Washington Street provides a combined left-turn/through/right-turn lane on the northbound approach. The southbound approach provides an exclusive right-turn lane and a combined through/left-turn lane. Additionally, standard style crosswalks are provided on the north and south legs of this intersection. Two-hour parking is generally provided on both sides of the road from 6:00 A.M. to 6:00 P.M. Washington Street is under the jurisdiction of the Village of Downers Grove and carries an AADT volume of 4,000 vehicles (IDOT 2016).

Curtiss Street is an eastbound one-way major collector west of Washington Street that generally provides one lane in the eastbound direction. At its signalized intersection with Main Street, Curtiss Street provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the eastbound approach. Standard style crosswalks are provided on the east and west legs of this intersection. At its all-way stop-sign controlled intersection with Washington Street, Curtiss Street provides a combined through/left-turn lane and an exclusive right-turn lane on the eastbound approach. The westbound approach provides a combined left-turn/right-turn lane. In addition, standard style crosswalks are provided on the east and west legs of this intersection. Two-hour parking is generally provided on both sides of the road from 6:00 A.M. to 6:00 P.M. Curtiss Street is under the jurisdiction of the Village of Downers Grove and carries an AADT volume of 2,000 vehicles (IDOT 2016).

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts using Miovision Video Scout Collection Units at the following intersections:

- Main Street with Curtiss Street
- Main Street with Maple Avenue
- Washington Street with Curtiss Street
- Washington Street with Maple Avenue

The traffic counts were conducted on Tuesday, February 2, 2021 during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:45 A.M. and 8:45 A.M. during the weekday morning peak period and between 4:15 P.M. and 5:15 P.M. during the weekday evening peak period.

In order to accurately represent Year 2021 conditions due to the ongoing pandemic, the traffic counts were compared with previous counts conducted at these intersections in 2019 adjusted based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) to reflect 2021 traffic conditions. The comparison indicated the following:

- The previous traffic counts along Main Street were approximately 24 percent higher during the weekday morning peak hour and five percent higher during the weekday evening peak hour than the 2021 traffic counts.

- The previous traffic counts along Curtiss Street were approximately 46 percent higher during the weekday morning peak hour and seven percent higher during the weekday evening peak hour than the 2021 traffic counts.

- The previous traffic counts along Washington Street were approximately 143 percent higher during the weekday morning peak hour and 97 percent higher during the weekday evening peak hour than the 2021 traffic counts.

- The previous traffic counts along Maple Avenue were approximately 44 percent higher during the weekday morning peak hour and 42 percent higher during the weekday evening peak hour than the 2021 traffic counts.

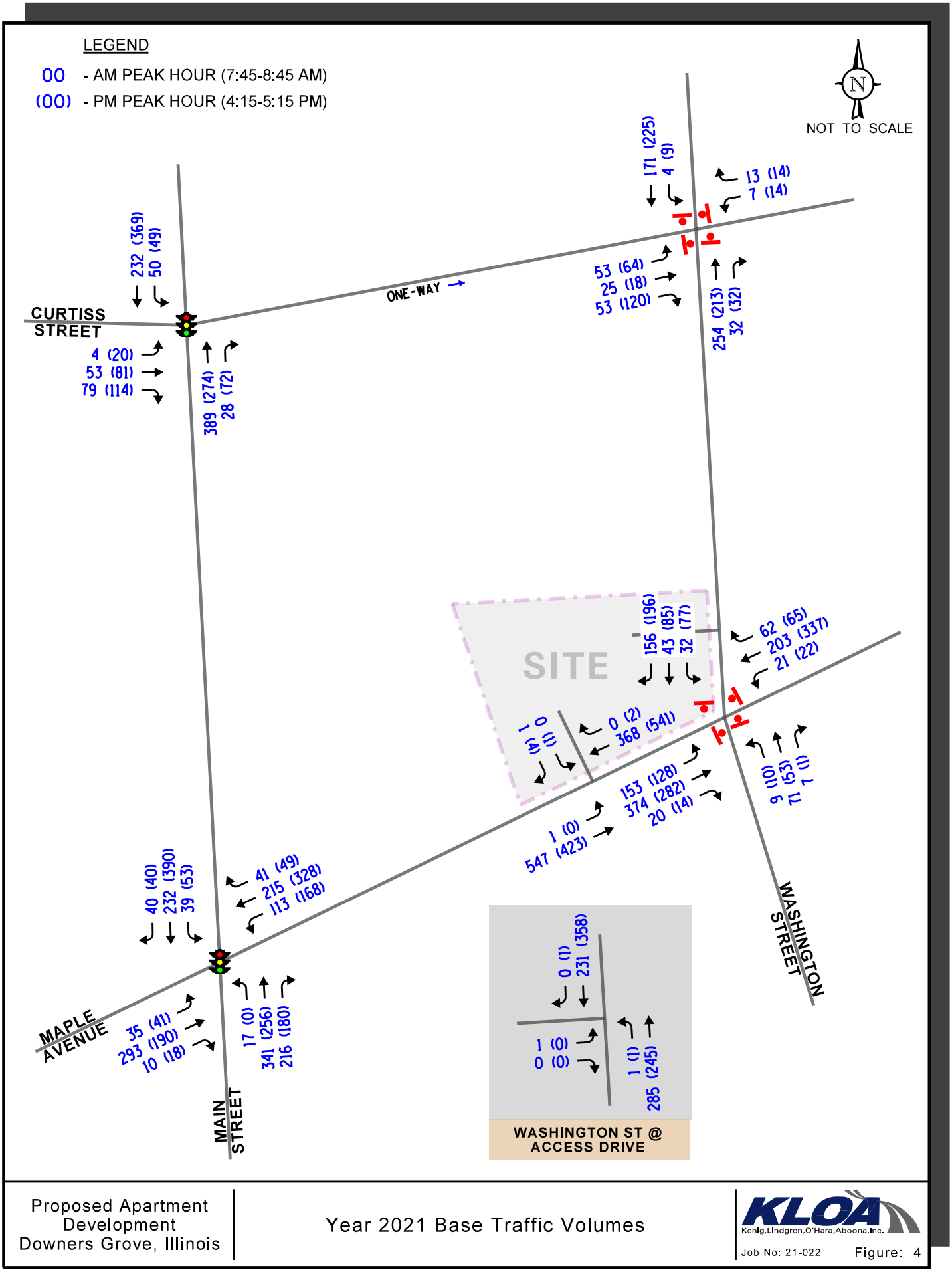
As such, the 2021 traffic counts were adjusted accordingly to reflect Year 2021 base (normal conditions) traffic volumes.

Copies of the traffic count summary sheets are included in the Appendix. **Figure 4** illustrates the Year 2021 base traffic volumes.

Crash Data Analysis

KLOA, Inc. obtained crash data[1] for the past five years (2015 to 2019) for the intersections of Main Street with Curtiss Street, Main Street with Maple Avenue, Curtiss Street with Washington Street, and Maple Avenue with Washington Street. **Tables 1** through **4** summarize the crash data for the intersections. A review of the crash data indicated that no fatalities were reported at any of these intersections between 2015 and 2019.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



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Year 2021 Base Traffic Volumes

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Table 1
MAIN STREET WITH CURTISS STREET – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	0	0	0	0	0	0	0	0
2016	0	0	0	1	0	0	1	2
2017	0	0	0	0	0	0	0	0
2018	1	0	0	0	0	0	0	1
2019	0	0	0	1	0	0	0	1
Total	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**4**
Average	**<1.0**	**0**	**0**	**<1.0**	**0**	**0**	**<1.0**	**<1.0**

Table 2
MAIN STREET WITH MAPLE AVENUE – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	0	0	0	1	0	2	1	4
2016	1	0	0	2	0	2	0	5
2017	0	0	0	1	1	2	0	4
2018	0	0	0	1	0	2	2	5
2019	0	0	0	0	0	0	0	0
Total	**1**	**0**	**0**	**5**	**1**	**8**	**3**	**18**
Average	**<1.0**	**0**	**0**	**1.0**	**<1.0**	**1.6**	**<1.0**	**3.6**

Table 3
WASHINGTON STREET WITH CURTISS STREET – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	0	0	0	0	1	0	0	1
2016	0	0	0	0	0	0	0	0
2017	0	0	1	0	0	0	0	1
2018	0	0	0	0	0	0	0	0
2019	1	0	0	0	0	0	0	1
Total	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**3**
Average	**<1.0**	**0**	**<1.0**	**0**	**<1.0**	**0**	**0**	**<1.0**

Table 4
WASHINGTON STREET WITH MAPLE AVENUE – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	2	0	0	0	0	0	0	2
2016	3	0	0	2	0	0	0	5
2017	2	0	0	0	0	0	0	2
2018	3	0	0	0	0	1	0	4
2019	2	1	0	1	0	1	0	5
Total	**12**	**1**	**0**	**3**	**0**	**2**	**0**	**18**
Average	**2.4**	**<1.0**	**0**	**<1.0**	**0**	**<1.0**	**0**	**3.6**

3. Traffic Characteristics of Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be redeveloped to provide a seven-story building containing approximately 167 units (five three-bedroom units, 40 two-bedroom units, 94 one-bedroom units, and 28 studio/alcove units), and an approximate 305-space parking garage with 234 parking spaces dedicated to residents of the apartment development which includes 20 motorcycle stalls, and 71 parking spaces reserved for the church school staff for the First Baptist Church Of Downers Grove. Access to the parking garage will be provided via the following:

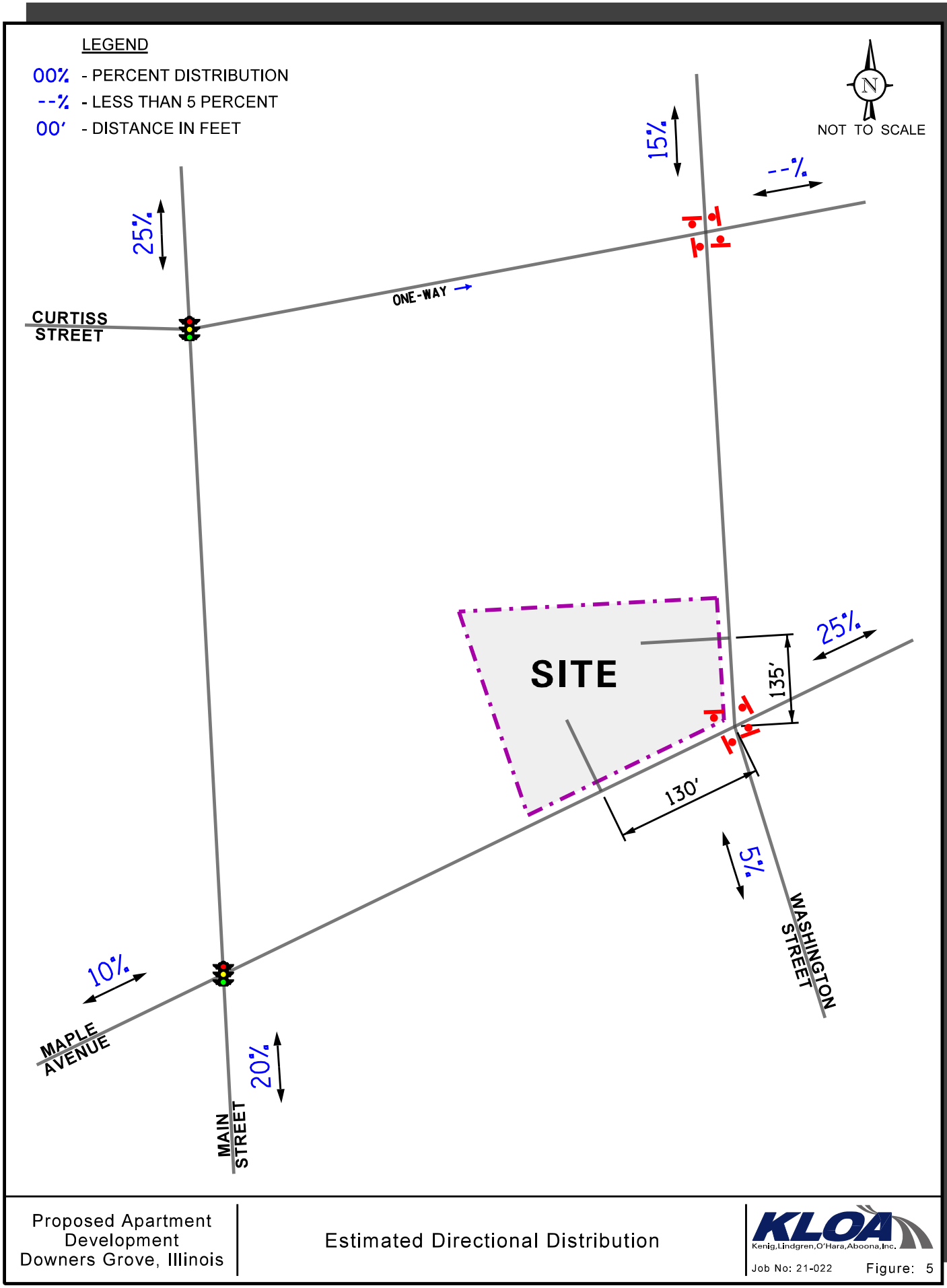
- An existing full movement access drive on Washington Street located approximately 135 feet north of Maple Avenue. This access drive will serve Level 1 of the parking garage (which contains 77 car parking spaces and seven motorcycle parking spaces for residents of the apartment development, and 71 car parking spaces for the school staff and parishioners of First Baptist Church Of Downers Grove). In addition, this access drive will continue to provide one inbound lane and one outbound lane with outbound movements under stop sign control. Visual warning devices should be provided at the garage exit.

- An existing full movement access drive on Maple Avenue located approximately 130 feet west of Washington Street. This access drive will serve Level 2 of the parking garage (which contains 152 car parking spaces and 13 motorcycle parking spaces for residents of the apartment development). In addition, this access drive will continue to provide one inbound lane and one outbound lane with outbound movements under stop sign control. Visual warning devices should be provided at the garage exit.

A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

Directional Distribution

The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.



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Estimated Directional Distribution

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Development Traffic Generation

The vehicle trip generation for the residential development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The location of the site in close proximity to the Metra train station fits the criterion of a Transit Oriented Development (TOD) that results in less dependence on automobile use. Based on a review of the census data, approximately 22 percent of the residents currently use public transportation. As such, a 20 percent public transportation reduction has been applied.

Table 5 shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hour as well as daily traffic. Copies of the ITE trip generation worksheets are included in the Appendix.

Table 5
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	
221	167 units	16	44	60	45	28	73	903
	20 Percent Reduction	*-3*	*-9*	*-12*	*-9*	*-6*	*-15*	*-181*
	Total	**13**	**35**	**48**	**36**	**22**	**58**	**722**

1 – Due to the proximity of the site to the Metra train station

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

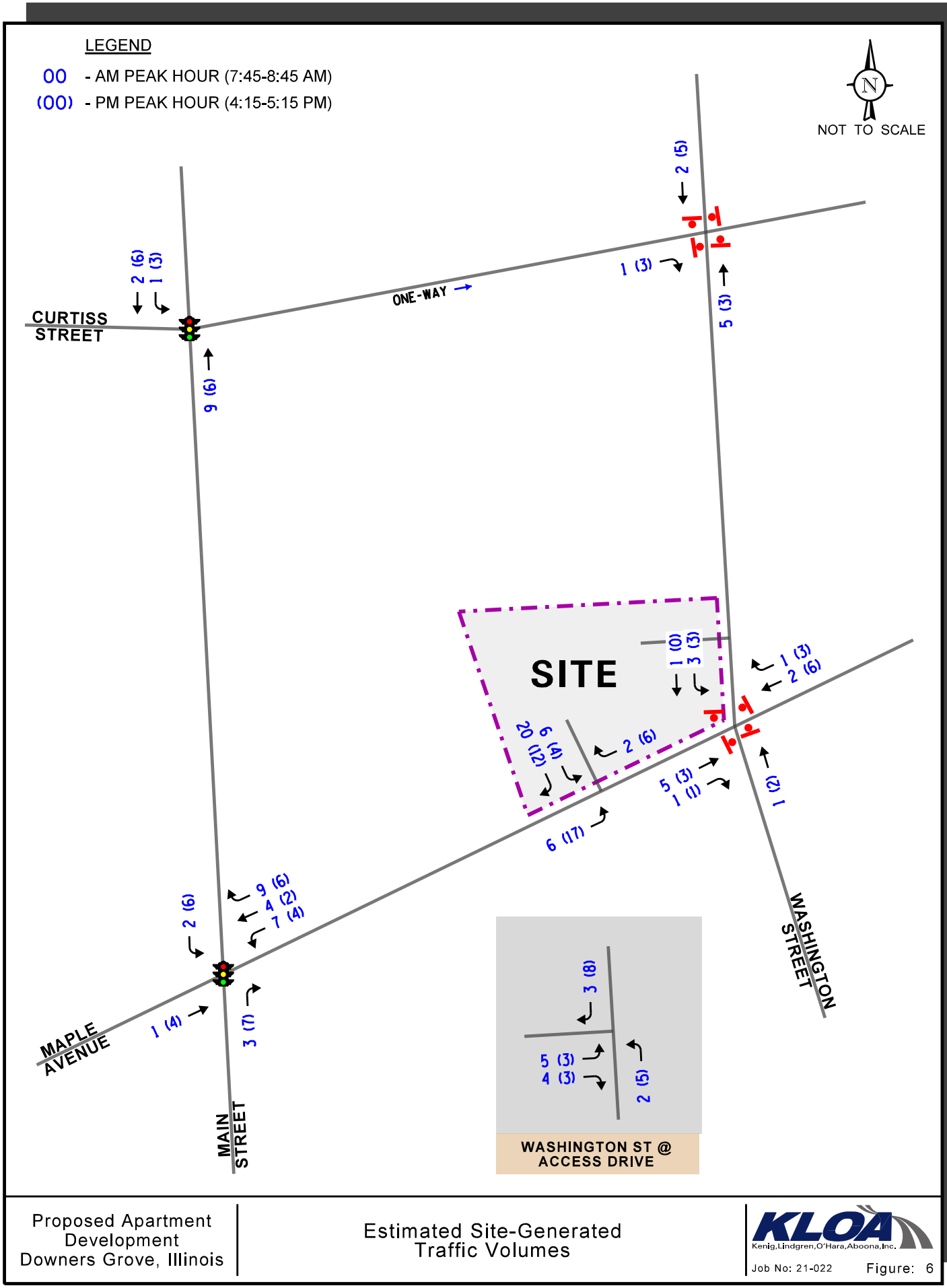
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated February 11, 2021, the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling 2.15 percent to represent Year 2027 total projected conditions. **Figure 7** shows the Year 2027 no-build traffic conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2027 no-build traffic volumes (Figure 7) and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2027 total projected traffic volumes.

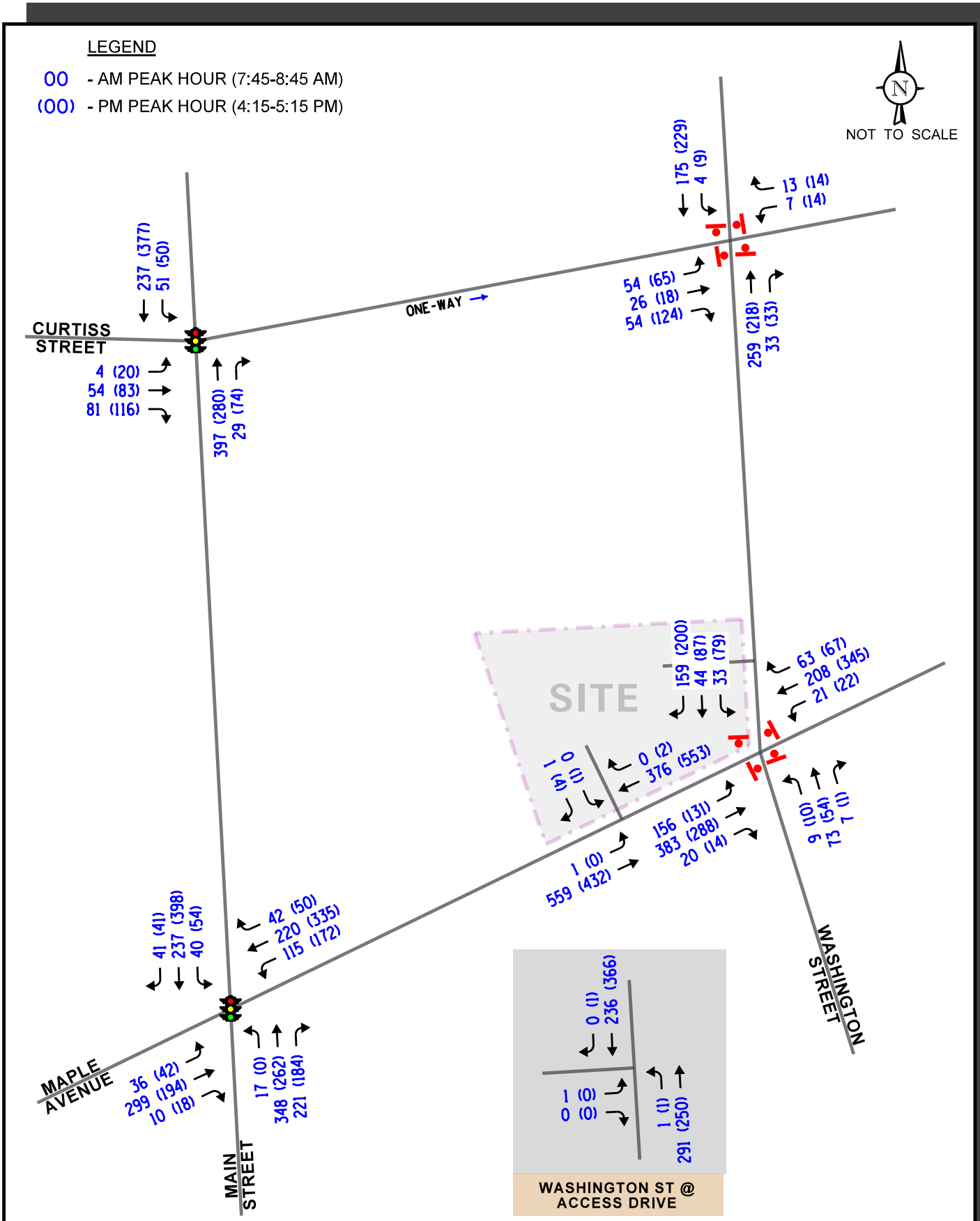


Proposed Apartment Development
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Estimated Site-Generated Traffic Volumes

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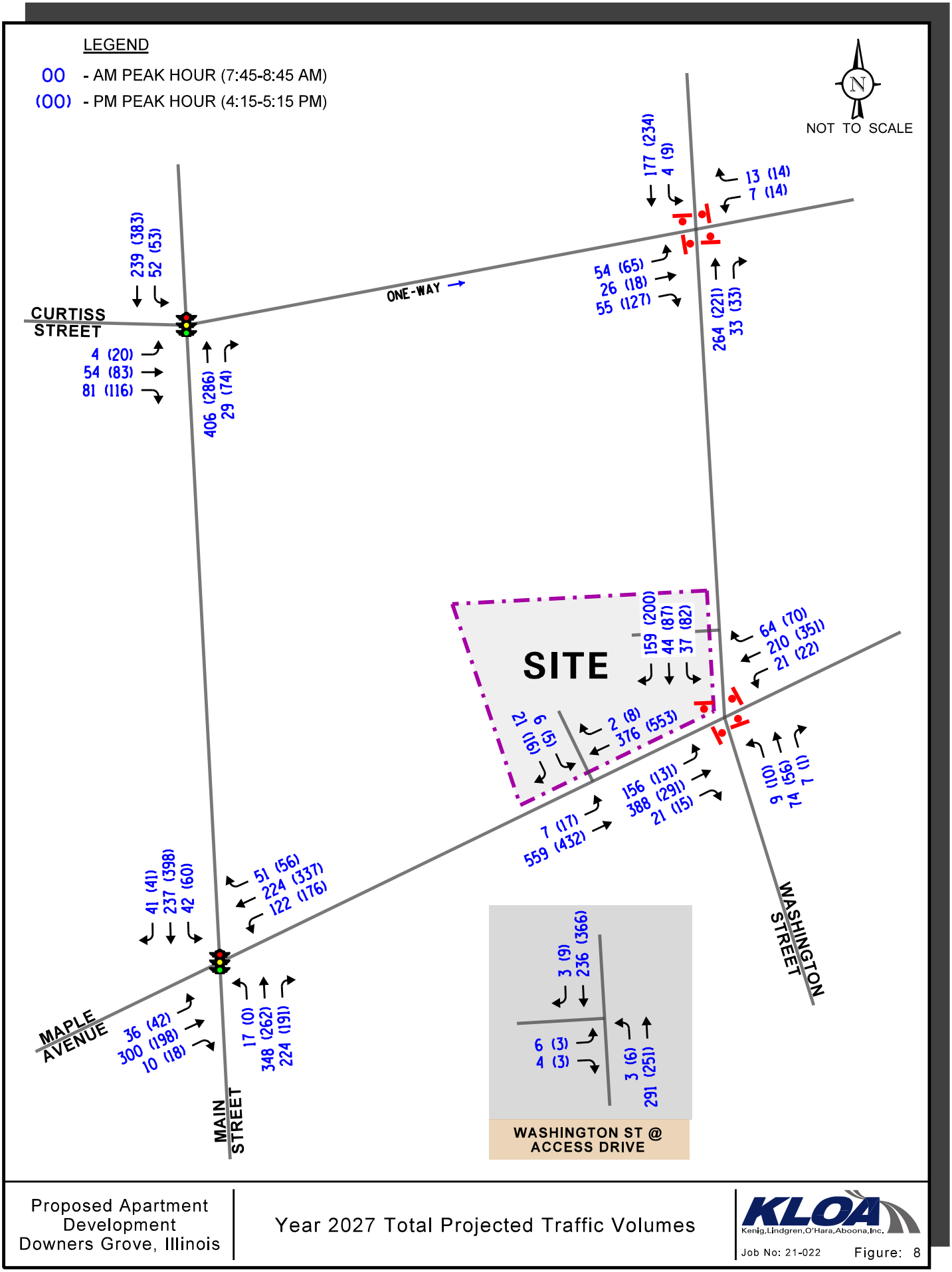


Proposed Apartment Development
Downers Grove, Illinois

Year 2027 No-Build Traffic Volumes

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Job No: 21-022 Figure: 7



Proposed Apartment Development
Downers Grove, Illinois

Year 2027 Total Projected Traffic Volumes

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Job No: 21-022 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2021), no-build (Year 2027), and future projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2027 no-build conditions, and Year 2027 total projected conditions are presented in **Tables 6** through **10**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6
CAPACITY ANALYSIS RESULTS – MAIN STREET WITH CURTISS STREET – SIGNALIZED

	Peak Hour	Eastbound			Northbound		Southbound		Overall
		L	T	R	T	R	L	T	
Year 2021 Existing Traffic Volumes	Weekday Morning Peak Hour	C 31.2	D 36.0	D 43.8	A 5.3	A 5.0	A 3.6	A 4.6	B 10.7
		D – 40.4			A – 5.3		A – 4.4		
	Weekday Evening Peak Hour	C 32.9	D 37.3	D 50.0	A 6.5	A 6.5	A 4.9	A 7.6	B 15.0
		D – 43.6			A – 6.5		A – 7.2		
Year 2027 No Build Traffic Volumes	Weekday Morning Peak Hour	C 31.2	D 35.8	D 43.8	A 5.5	A 5.2	A 3.7	A 4.6	B 10.8
		D – 40.3			A – 5.5		A – 4.5		
	Weekday Evening Peak Hour	C 32.6	D 37.1	D 50.0	A 6.7	A 6.6	A 5.0	A 7.8	B 15.1
		D – 43.5			A – 6.6		A – 7.4		
Year 2027 Projected Traffic Volumes	Weekday Morning Peak Hour	C 31.2	D 36.0	D 43.8	A 5.5	A 5.1	A 3.7	A 4.7	B 10.8
		D – 40.4			A – 5.5		A – 4.5		
	Weekday Evening Peak Hour	C 32.4	D 36.7	D 50.4	A 6.7	A 6.6	A 5.2	A 8.0	B 15.1
		D – 43.6			A – 6.7		A – 7.6		

Table 7
CAPACITY ANALYSIS RESULTS – MAIN STREET WITH MAPLE AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	TR	L	TR	LT	R	LT	R	
Year 2021 Existing Traffic Volumes	Weekday Morning Peak Hour	B 13.7	D 39.2	B 16.8	C 29.8	C 20.0	A 8.5	B 15.9	B 12.4	C 22.4
		D – 36.5		C – 25.9		B – 15.7		B – 15.5		
	Weekday Evening Peak Hour	B 17.6	D 39.1	C 21.1	E 57.3	B 19.3	A 7.8	C 30.1	B 13.2	C 31.6
		D – 35.6		D – 46.1		B – 14.5		C – 28.7		
Year 2027 No Build Traffic Volumes	Weekday Morning Peak Hour	B 13.6	D 39.1	B 16.7	C 29.7	C 20.5	A 8.6	B 16.3	B 12.6	C 22.6
		D – 36.4		C – 25.7		B – 16.0		B – 15.9		
	Weekday Evening Peak Hour	B 17.7	D 39.2	C 21.1	E 58.3	B 19.7	A 7.9	C 31.8	B 13.2	C 32.4
		D – 35.6		D – 46.9		B – 14.8		C – 30.3		
Year 2027 Projected Traffic Volumes	Weekday Morning Peak Hour	B 13.5	D 39.1	B 16.9	C 30.4	C 20.7	A 8.7	B 16.6	B 12.7	C 22.8
		D – 36.4		C – 26.2		B – 16.1		B – 16.1		
	Weekday Evening Peak Hour	B 17.8	D 39.5	C 21.3	E 60.9	B 19.7	A 7.9	C 33.4	B 13.2	C 33.4
		D – 35.9		D – 48.6		B – 14.8		C – 31.7		

Table 8
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Washington Street with Curtiss Street				
• Overall	B	10.7	B	11.3
• Eastbound Approach	A	9.6	B	10.1
• Westbound Approach	A	8.5	A	9.2
• Northbound Approach	B	11.2	B	12.0
• Southbound Approach	B	10.8	B	11.9
Washington Street with Maple Avenue				
• Overall	C	16.2	C	23.0
• Eastbound Approach	C	20.2	C	20.5
• Westbound Approach	B	13.4	D	33.3
• Northbound Approach	B	12.3	B	13.6
• Southbound Approach	B	11.8	C	15.3
Washington Street with Parking Lot Access Drive				
• Northbound Left Turns	A	7.8	A	8.2
• Eastbound Approach	B	12.6	A	0.1
Maple Avenue with Parking Lot Access Drive				
• Eastbound Left Turns	A	8.1	A	0.1
• Southbound Approach	B	10.6	B	14.6

Table 9
CAPACITY ANALYSIS RESULTS – YEAR 2027 NO-BUILD CONDITIONS
UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Washington Street with Curtiss Street				
• Overall	B	10.8	B	11.5
• Eastbound Approach	A	9.7	B	10.3
• Westbound Approach	A	8.6	A	9.3
• Northbound Approach	B	11.3	B	12.2
• Southbound Approach	B	10.9	B	12.2
Washington Street with Maple Avenue				
• Overall	C	16.9	C	24.6
• Eastbound Approach	C	21.4	C	21.5
• Westbound Approach	B	13.7	E	36.7
• Northbound Approach	B	12.5	B	13.8
• Southbound Approach	B	12.0	C	15.7
Washington Street with Parking Lot Access Drive				
• Northbound Left Turns	A	7.8	A	8.2
• Eastbound Approach	B	12.8	A	0.1
Maple Avenue with Parking Lot Access Drive				
• Eastbound Left Turns	A	8.1	A	0.1
• Southbound Approach	B	10.7	B	14.8

Table 10
CAPACITY ANALYSIS RESULTS – YEAR 2027 TOTAL PROJECTED CONDITIONS
UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Washington Street with Curtiss Street				
• Overall	B	10.9	B	11.7
• Eastbound Approach	A	9.7	B	10.4
• Westbound Approach	A	8.6	A	9.4
• Northbound Approach	B	11.5	B	12.4
• Southbound Approach	B	11.0	B	12.4
Washington Street with Maple Avenue				
• Overall	C	17.4	D	25.9
• Eastbound Approach	C	22.2	C	22.5
• Westbound Approach	B	13.9	E	39.3
• Northbound Approach	B	12.6	B	14.0
• Southbound Approach	B	12.1	C	16.0
Washington Street with Parking Lot Access Drive				
• Northbound Left Turns	A	7.8	A	8.3
• Eastbound Approach	B	11.7	B	13.0
Maple Avenue with Parking Lot Access Drive				
• Eastbound Left Turns	A	8.2	A	8.9
• Southbound Approach	B	13.0	C	16.0

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Main Street with Curtiss Street

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) B during the weekday morning and evening peak hours. The eastbound approach currently operates at LOS D during the weekday morning and evening peak hours. In addition, the northbound and southbound approaches are operating at LOS A during both peak hours.

Under Year 2027 no-build conditions, overall this intersection is projected to operate at LOS B during both peak hours with increases in delay of less than one second. All approaches will continue to operate at the same existing levels of service with increases in delay of less than one second.

Under Year 2027 total projected conditions, overall this intersection is projected to continue to operate at LOS B during both peak hours with increases in delay of less than one second. All approaches will continue to operate at the same levels of service with increases in delay of less than one second. Furthermore, the proposed development is projected to increase the volume of traffic traversing this intersection by less than two percent during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Main Street with Maple Avenue

The results of the capacity analysis indicate overall this intersection currently operates at LOS C during the weekday morning and evening peak hours. The eastbound and westbound approaches currently operate at an acceptable LOS D or better during the weekday morning and evening peak hours. In addition, the northbound and southbound approaches are operating at LOS C or better during both peak hours.

Under Year 2027 no-build conditions, overall this intersection will continue to operate at LOS C during the weekday morning and evening peak hours with increases in delay of less than one second. All approaches will continue to operate at the same levels of service during both peak hours with increases in delay of less than two seconds.

Under Year 2027 total projected conditions, overall this intersection will continue to operate at LOS C during both peak hours with increases in delay of approximately one second. All approaches will continue to operate at the same levels of service with increases in delay of less than two seconds, over no-build conditions. Furthermore, the proposed development is projected to increase the volume of traffic traversing this intersection by less than two percent during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Washington Street with Curtiss Street

The results of the capacity analysis indicate that overall this all-way stop-sign controlled intersection currently operates at LOS B during the weekday morning and evening peak hours. The eastbound and westbound approaches are operating at LOS B or better during both peak hours. In addition, the northbound and southbound approaches currently operate at LOS B during both peak hours.

Under Year 2027 no-build conditions, overall this intersection will continue to operate at the same existing levels of service during the weekday morning and evening peak hours with increases in delay of less than one second. All approaches are projected to continue to operate at the same existing levels of service during both peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, overall this intersection will continue to operate at LOS B during the weekday morning and evening peak hours with increases in delay of less than one second, over no-build conditions. In addition, all approaches will continue to operate at the same levels of service with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Washington Street with Maple Avenue

The results of the capacity analysis indicate that overall this all-way stop-sign controlled intersection currently operates at LOS C during the weekday morning and evening peak hours. The eastbound, northbound and southbound approaches are operating at LOS C or better during the weekday morning and evening peak hours. In addition, the westbound approach currently operates at LOS B during the weekday morning peak hour and LOS D during the weekday evening peak hour.

Under Year 2027 no-build conditions, overall this intersection will continue to operate at the same existing levels of service during the weekday morning and evening peak hours with increases in delay of less than two seconds. All approaches are projected to continue to operate at the same existing levels of service during both peak hours with increases in delay of approximately one second, except for the westbound approach which will operate at LOS B during the weekday morning peak hour and LOS E during the weekday evening peak hour with increases in delay of approximately one second and three seconds, respectively.

Under Year 2027 total projected conditions, overall this intersection will operate at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour with increases in delay of approximately one second over no-build conditions. In addition, all approaches will continue to operate at the same levels of service with increases in delay of less than three seconds. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

It should be noted that a sight distance study was completed (which is included in the Appendix) to determine the adequacy of the sight lines with the placement of the proposed building for

southbound vehicles on Washington Street stopped at Maple Avenue to see pedestrians on the sidewalk before turning right to travel westbound. As can be seen in the exhibit, the available sight line exceeds the minimum requirement of 35 feet.

Washington Street with Access Drive

The results of the capacity analysis indicate that the eastbound approach currently operates at LOS B or better during the weekday morning and evening peak hours. In addition, the northbound left-turn movements are operating at LOS A during both peak hours.

Under Year 2027 no-build conditions, the eastbound approach and the northbound left-turn movements will continue to operate at the same existing levels of service during both peak hours with increases in delay of less than one second.

As indicated earlier, the proposed apartment development will occupy the existing parking lot. Access to the parking garage will be located at the same location. Under Year 2027 total projected conditions, the northbound left-turn movements will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. In addition, the outbound movements from the parking garage onto Washington Street will operate at LOS B during both peak hours with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Maple Avenue with Access Drive

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning and evening peak hours. In addition, the eastbound left-turn movements are operating at LOS A during both peak hours.

Under Year 2027 no-build conditions, the southbound approach and the eastbound left-turn movements will continue to operate at the same existing levels of service during both peak hours with increases in delay of less than one second.

As indicated earlier, the proposed apartment development will occupy the existing parking lot. Access to the parking garage will be located at the same location. Under Year 2027 total projected conditions, the eastbound left-turn movements will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. In addition, the outbound movements from the parking garage onto Maple Avenue will operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Parking Evaluation

As previously indicated, the proposed development will have approximately 167 units (five three-bedroom units, 40 two-bedroom units, 94 one-bedroom units, and 28 studio/alcove units), and an approximate an approximate 305-space parking garage with 234 parking spaces dedicated to the use by the residents of the proposed apartment development only which includes 20 motorcycle stalls, and 71 parking spaces reserved for the church school staff for the First Baptist Church Of Downers Grove. Therefore, the proposed development will provide a total of 234 parking spaces at a ratio of 1.40 spaces per unit and will provide 217 bedrooms at a ratio of 1.08 spaces per bedroom. It should also be noted that five additional on-street parking spaces will be created on the north side of Maple Avenue. Considering that the 234 parking spaces will be assigned to residents and will be used by residents only, parking will be low turnover. Similarly, the 71 parking spaces reserved for the church school staff will be used during the weekdays and during two services on weekends, resulting in a low turnover as well. In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the Village of Downers Grove Code and the rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per Village Code

- 167 units
  - 234 parking spaces (ratio of 1.4 parking space per dwelling unit for Apartment/condo in Downtown Business or Downtown Core zoning district).

Based on the above and the requirements of the Village of Downers Grove, this translates into 234 parking spaces, which results in a deficit of zero parking spaces.

ITE Parking Generation Manual

- Residential Use (Multifamily Housing Mid-Rise less than 0.5 mile to rail transit – Land Use Code 221):
  - 212 parking spaces (ratio of 1.27 spaces per dwelling unit)

Based on the above and the rates published in the ITE *Parking Generation Manual*, this translates into 212 parking spaces, which results in a surplus of 23 parking spaces. Therefore, the proposed parking supply of 234 parking spaces exceeds ITE's requirements of 212 parking spaces.

Parking Ratios of Similar Developments

As previously indicated, the proposed development will provide a total of 234 parking spaces for residential use at a ratio of 1.40 spaces per unit and will provide 217 bedrooms at a ratio of 1.08 spaces per bedroom. The proposed parking supply of 1.40 spaces per unit is consistent with some of the other apartment developments (built or planned) in the Chicago area listed in **Table A** in the Appendix and exceeds the average ratio of 1.22 spaces per unit.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The results of the capacity analysis indicate that the proposed development traffic will not have a significant impact on the area roadways.
- The development-generated traffic will only add less than two percent of the traffic projected to be traversing the signalized intersections of Main Street with Maple Avenue and Main Street with Curtiss Street during the weekday morning and evening peak hours.
- The proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure that a flexible access system is provided.
- The proposed parking that will be provided on site will ensure that adequate parking is provided to accommodate its projected parking needs of the future residents of the proposed development.
- Considering that the 234 residential parking spaces will be assigned to individual residents on an exclusive basis and will be used only by the resident who is assigned each spot, these parking spaces will be low turnover. Similarly, the 71 parking spaces reserved for church use will be used primarily by church and church school staff during the weekdays and by church members during the two services on the weekends, resulting in a low turnover for the 71 church parking spaces as well.
- Visual warning devices should be provided at the garage exits.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Sight Distance Study Exhibit
Parking Ratios of Similar Developments

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Curtiss Street
Site Code:
Start Date: 02/02/2021
Page No: 1

Turning Movement Data

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	3	6	13	0	22	0	0	0	0	0	0	0	0	42	2	0	44	0	5	36	0	1	41	107
7:15 AM	0	0	7	2	0	9	0	0	0	0	0	0	0	0	61	5	0	66	0	9	35	0	1	44	119
7:30 AM	0	2	4	12	3	18	0	0	0	0	4	0	0	0	68	2	1	70	0	9	58	0	1	67	155
7:45 AM	0	0	11	18	0	29	0	0	0	0	1	0	0	0	72	6	2	78	0	10	49	0	1	59	166
Hourly Total	0	5	28	45	3	78	0	0	0	0	5	0	0	0	243	15	3	258	0	33	178	0	4	211	547
8:00 AM	0	1	8	20	3	29	0	0	0	0	0	0	0	0	56	2	0	58	0	7	36	0	1	43	130
8:15 AM	0	2	9	14	2	25	0	0	0	0	4	0	0	0	68	5	5	73	0	9	52	0	1	61	159
8:30 AM	0	0	8	12	0	20	0	0	0	0	1	0	0	0	62	6	3	68	0	8	50	0	1	58	146
8:45 AM	0	0	9	12	1	21	0	0	0	0	2	0	0	0	67	16	3	83	0	10	45	0	1	55	159
Hourly Total	0	3	34	58	6	95	0	0	0	0	7	0	0	0	253	29	11	282	0	34	183	0	4	217	594
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	18	37	19	58	0	0	0	0	8	0	0	0	56	14	3	70	0	14	97	2	9	113	241
4:15 PM	0	2	13	21	3	36	0	0	0	0	11	0	0	0	70	14	6	84	0	14	80	1	6	95	215
4:30 PM	0	7	17	31	13	55	0	0	0	0	3	0	0	0	65	18	6	83	0	11	87	0	9	98	236
4:45 PM	0	2	16	21	9	39	0	0	0	0	14	0	0	0	59	14	2	73	0	7	59	0	5	66	178
Hourly Total	0	14	64	110	44	188	0	0	0	0	36	0	0	0	250	60	17	310	0	46	323	3	29	372	870
5:00 PM	0	8	23	36	8	67	0	0	0	0	10	0	0	0	67	18	8	85	0	14	107	0	14	121	273
5:15 PM	0	1	13	24	3	38	0	0	0	0	8	0	0	0	47	14	2	61	0	12	82	0	4	94	193
5:30 PM	0	7	9	17	9	33	0	0	0	0	10	0	0	0	50	13	6	63	0	13	53	0	9	66	162
5:45 PM	0	2	16	17	2	35	0	0	0	0	8	0	0	0	59	11	6	70	0	13	73	0	11	86	191
Hourly Total	0	18	61	94	22	173	0	0	0	0	36	0	0	0	223	56	22	279	0	52	315	0	38	367	819
Grand Total	0	40	187	307	75	534	0	0	0	0	84	0	0	0	969	160	53	1129	0	165	999	3	75	1167	2830
Approach %	0.0	7.5	35.0	57.5	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	85.8	14.2	-	-	0.0	14.1	85.6	0.3	-	-	-
Total %	0.0	1.4	6.6	10.8	-	18.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	34.2	5.7	-	39.9	0.0	5.8	35.3	0.1	-	41.2	-
Lights	0	40	182	303	-	525	0	0	0	0	-	0	0	0	940	157	-	1097	0	159	974	1	-	1134	2756
% Lights	-	100.0	97.3	98.7	-	98.3	-	-	-	-	-	-	-	-	97.0	98.1	-	97.2	-	96.4	97.5	33.3	-	97.2	97.4
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	13	0	-	13	0	0	11	0	-	11	25
% Buses	-	0.0	0.0	0.3	-	0.2	-	-	-	-	-	-	-	-	1.3	0.0	-	1.2	-	0.0	1.1	0.0	-	0.9	0.9
Single-Unit Trucks	0	0	5	3	-	8	0	0	0	0	-	0	0	0	12	3	-	15	0	6	9	0	-	15	38
% Single-Unit Trucks	-	0.0	2.7	1.0	-	1.5	-	-	-	-	-	-	-	-	1.2	1.9	-	1.3	-	3.6	0.9	0.0	-	1.3	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	4	0	-	4	7
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.3	0.0	-	0.3	-	0.0	0.4	0.0	-	0.3	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	2	-	3	4

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Main Street with Curtiss Street
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	0	11	18	0	29	0	0	0	0	1	0	0	0	72	6	2	78	0	10	49	0	1	59	166
8:00 AM	0	1	8	20	3	29	0	0	0	0	0	0	0	0	56	2	0	58	0	7	36	0	1	43	130
8:15 AM	0	2	9	14	2	25	0	0	0	0	4	0	0	0	68	5	5	73	0	9	52	0	1	61	159
8:30 AM	0	0	8	12	0	20	0	0	0	0	1	0	0	0	62	6	3	68	0	8	50	0	1	58	146
Total	0	3	36	64	5	103	0	0	0	0	6	0	0	0	258	19	10	277	0	34	187	0	4	221	601
Approach %	0.0	2.9	35.0	62.1	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	93.1	6.9	-	-	0.0	15.4	84.6	0.0	-	-	-
Total %	0.0	0.5	6.0	10.6	-	17.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	42.9	3.2	-	46.1	0.0	5.7	31.1	0.0	-	36.8	-
PHF	0.000	0.375	0.818	0.800	-	0.888	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.896	0.792	-	0.888	0.000	0.850	0.899	0.000	-	0.906	0.905
Lights	0	3	32	64	-	99	0	0	0	0	-	0	0	0	248	19	-	267	0	32	179	0	-	211	577
% Lights	-	100.0	88.9	100.0	-	96.1	-	-	-	-	-	-	-	-	96.1	100.0	-	96.4	-	94.1	95.7	-	-	95.5	96.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	3	0	-	3	7
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	1.6	0.0	-	1.4	-	0.0	1.6	-	-	1.4	1.2
Single-Unit Trucks	0	0	4	0	-	4	0	0	0	0	-	0	0	0	4	0	-	4	0	2	3	0	-	5	13
% Single-Unit Trucks	-	0.0	11.1	0.0	-	3.9	-	-	-	-	-	-	-	-	1.6	0.0	-	1.4	-	5.9	1.6	-	-	2.3	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.8	0.0	-	0.7	-	0.0	0.5	-	-	0.5	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.5	-	-	0.5	0.2
Pedestrians	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	10	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Main Street with Curtiss Street
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	2	13	21	3	36	0	0	0	0	11	0	0	0	70	14	6	84	0	14	80	1	6	95	215
4:30 PM	0	7	17	31	13	55	0	0	0	0	3	0	0	0	65	18	6	83	0	11	87	0	9	98	236
4:45 PM	0	2	16	21	9	39	0	0	0	0	14	0	0	0	59	14	2	73	0	7	59	0	5	66	178
5:00 PM	0	8	23	36	8	67	0	0	0	0	10	0	0	0	67	18	8	85	0	14	107	0	14	121	273
Total	0	19	69	109	33	197	0	0	0	0	38	0	0	0	261	64	22	325	0	46	333	1	34	380	902
Approach %	0.0	9.6	35.0	55.3	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	80.3	19.7	-	-	0.0	12.1	87.6	0.3	-	-	-
Total %	0.0	2.1	7.6	12.1	-	21.8	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	28.9	7.1	-	36.0	0.0	5.1	36.9	0.1	-	42.1	-
PHF	0.000	0.594	0.750	0.757	-	0.735	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.932	0.889	-	0.956	0.000	0.821	0.778	0.250	-	0.785	0.826
Lights	0	19	69	107	-	195	0	0	0	0	-	0	0	0	257	63	-	320	0	45	329	1	-	375	890
% Lights	-	100.0	100.0	98.2	-	99.0	-	-	-	-	-	-	-	-	98.5	98.4	-	98.5	-	97.8	98.8	100.0	-	98.7	98.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.4	0.0	-	0.3	-	0.0	0.6	0.0	-	0.5	0.3
Single-Unit Trucks	0	0	0	2	-	2	0	0	0	0	-	0	0	0	3	1	-	4	0	1	2	0	-	3	9
% Single-Unit Trucks	-	0.0	0.0	1.8	-	1.0	-	-	-	-	-	-	-	-	1.1	1.6	-	1.2	-	2.2	0.6	0.0	-	0.8	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	33	-	-	-	-	-	38	-	-	-	-	-	22	-	-	-	-	-	34	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Main Street with Maple Avenue
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Page No: 1

Turning Movement Data

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	32	1	0	40	0	10	18	0	0	28	0	1	42	27	0	70	0	3	40	4	1	47	185
7:15 AM	0	11	34	0	0	45	0	24	22	6	0	52	0	0	45	40	0	85	0	5	32	4	1	41	223
7:30 AM	0	5	25	1	0	31	0	21	31	3	0	55	0	0	70	39	0	109	0	4	58	14	0	76	271
7:45 AM	0	6	60	2	0	68	0	22	22	7	0	51	0	0	83	30	0	113	0	10	44	9	0	63	295
Hourly Total	0	29	151	4	0	184	0	77	93	16	0	186	0	1	240	136	0	377	0	22	174	31	2	227	974
8:00 AM	0	4	45	1	0	50	0	22	46	11	2	79	0	2	57	45	0	104	0	3	48	2	3	53	286
8:15 AM	0	7	48	1	0	56	0	25	40	10	0	75	0	4	69	37	0	110	0	5	48	7	1	60	301
8:30 AM	0	11	37	4	0	52	0	22	41	5	1	68	0	6	66	38	0	110	0	9	37	10	2	56	286
8:45 AM	0	7	32	3	1	42	0	21	20	13	3	54	0	3	64	26	0	93	0	6	46	5	1	57	246
Hourly Total	0	29	162	9	1	200	0	90	147	39	6	276	0	15	256	146	0	417	0	23	179	24	7	226	1119
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	7	37	2	1	46	0	33	50	6	1	89	0	1	64	34	1	99	0	10	112	14	0	136	370
4:15 PM	0	4	27	1	1	32	0	44	37	11	0	92	0	0	67	38	0	105	0	11	76	12	0	99	328
4:30 PM	0	12	34	4	3	50	0	32	35	13	2	80	0	0	58	30	0	88	0	5	101	14	5	120	338
4:45 PM	0	10	47	5	2	62	0	22	53	7	0	82	0	0	52	31	2	83	0	6	72	10	2	88	315
Hourly Total	0	33	145	12	7	190	0	131	175	37	3	343	0	1	241	133	3	375	0	32	361	50	7	443	1351
5:00 PM	0	13	26	7	0	46	0	62	57	16	1	135	0	0	67	28	0	95	0	15	122	12	0	149	425
5:15 PM	0	5	28	1	0	34	0	28	52	16	0	96	0	0	52	37	0	89	0	7	92	6	0	105	324
5:30 PM	0	9	29	2	0	40	0	37	59	7	2	103	0	0	52	23	0	75	0	6	60	8	2	74	292
5:45 PM	0	8	26	1	0	35	0	25	32	9	0	66	0	0	61	23	0	84	0	7	73	13	2	93	278
Hourly Total	0	35	109	11	0	155	0	152	200	48	3	400	0	0	232	111	0	343	0	35	347	39	4	421	1319
Grand Total	0	126	567	36	8	729	0	450	615	140	12	1205	0	17	969	526	3	1512	0	112	1061	144	20	1317	4763
Approach %	0.0	17.3	77.8	4.9	-	-	0.0	37.3	51.0	11.6	-	-	0.0	1.1	64.1	34.8	-	-	0.0	8.5	80.6	10.9	-	-	-
Total %	0.0	2.6	11.9	0.8	-	15.3	0.0	9.4	12.9	2.9	-	25.3	0.0	0.4	20.3	11.0	-	31.7	0.0	2.4	22.3	3.0	-	27.7	-
Lights	0	123	556	36	-	715	0	443	602	137	-	1182	0	16	942	523	-	1481	0	111	1036	142	-	1289	4667
% Lights	-	97.6	98.1	100.0	-	98.1	-	98.4	97.9	97.9	-	98.1	-	94.1	97.2	99.4	-	97.9	-	99.1	97.6	98.6	-	97.9	98.0
Buses	0	0	4	0	-	4	0	1	3	1	-	5	0	1	12	1	-	14	0	0	11	1	-	12	35
% Buses	-	0.0	0.7	0.0	-	0.5	-	0.2	0.5	0.7	-	0.4	-	5.9	1.2	0.2	-	0.9	-	0.0	1.0	0.7	-	0.9	0.7
Single-Unit Trucks	0	3	4	0	-	7	0	4	7	2	-	13	0	0	11	2	-	13	0	1	10	1	-	12	45
% Single-Unit Trucks	-	2.4	0.7	0.0	-	1.0	-	0.9	1.1	1.4	-	1.1	-	0.0	1.1	0.4	-	0.9	-	0.9	0.9	0.7	-	0.9	0.9
Articulated Trucks	0	0	3	0	-	3	0	2	3	0	-	5	0	0	3	0	-	3	0	0	4	0	-	4	15
% Articulated Trucks	-	0.0	0.5	0.0	-	0.4	-	0.4	0.5	0.0	-	0.4	-	0.0	0.3	0.0	-	0.2	-	0.0	0.4	0.0	-	0.3	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Maple Avenue
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Main Street Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	6	60	2	0	68	0	22	22	7	0	51	0	0	83	30	0	113	0	10	44	9	0	63	295
8:00 AM	0	4	45	1	0	50	0	22	46	11	2	79	0	2	57	45	0	104	0	3	48	2	3	53	286
8:15 AM	0	7	48	1	0	56	0	25	40	10	0	75	0	4	69	37	0	110	0	5	48	7	1	60	301
8:30 AM	0	11	37	4	0	52	0	22	41	5	1	68	0	6	66	38	0	110	0	9	37	10	2	56	286
Total	0	28	190	8	0	226	0	91	149	33	3	273	0	12	275	150	0	437	0	27	177	28	6	232	1168
Approach %	0.0	12.4	84.1	3.5	-	-	0.0	33.3	54.6	12.1	-	-	0.0	2.7	62.9	34.3	-	-	0.0	11.6	76.3	12.1	-	-	-
Total %	0.0	2.4	16.3	0.7	-	19.3	0.0	7.8	12.8	2.8	-	23.4	0.0	1.0	23.5	12.8	-	37.4	0.0	2.3	15.2	2.4	-	19.9	-
PHF	0.000	0.636	0.792	0.500	-	0.831	0.000	0.910	0.810	0.750	-	0.864	0.000	0.500	0.828	0.833	-	0.967	0.000	0.675	0.922	0.700	-	0.921	0.970
Lights	0	27	185	8	-	220	0	88	145	31	-	264	0	11	265	149	-	425	0	27	171	27	-	225	1134
% Lights	-	96.4	97.4	100.0	-	97.3	-	96.7	97.3	93.9	-	96.7	-	91.7	96.4	99.3	-	97.3	-	100.0	96.6	96.4	-	97.0	97.1
Buses	0	0	2	0	-	2	0	0	2	0	-	2	0	1	4	0	-	5	0	0	3	0	-	3	12
% Buses	-	0.0	1.1	0.0	-	0.9	-	0.0	1.3	0.0	-	0.7	-	8.3	1.5	0.0	-	1.1	-	0.0	1.7	0.0	-	1.3	1.0
Single-Unit Trucks	0	1	2	0	-	3	0	3	2	2	-	7	0	0	4	1	-	5	0	0	2	1	-	3	18
% Single-Unit Trucks	-	3.6	1.1	0.0	-	1.3	-	3.3	1.3	6.1	-	2.6	-	0.0	1.5	0.7	-	1.1	-	0.0	1.1	3.6	-	1.3	1.5
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	4
% Articulated Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.5	-	0.0	0.6	0.0	-	0.4	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Main Street with Maple Avenue
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Main Street Northbound						Main Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	4	27	1	1	32	0	44	37	11	0	92	0	0	67	38	0	105	0	11	76	12	0	99	328
4:30 PM	0	12	34	4	3	50	0	32	35	13	2	80	0	0	58	30	0	88	0	5	101	14	5	120	338
4:45 PM	0	10	47	5	2	62	0	22	53	7	0	82	0	0	52	31	2	83	0	6	72	10	2	88	315
5:00 PM	0	13	26	7	0	46	0	62	57	16	1	135	0	0	67	28	0	95	0	15	122	12	0	149	425
Total	0	39	134	17	6	190	0	160	182	47	3	389	0	0	244	127	2	371	0	37	371	48	7	456	1406
Approach %	0.0	20.5	70.5	8.9	-	-	0.0	41.1	46.8	12.1	-	-	0.0	0.0	65.8	34.2	-	-	0.0	8.1	81.4	10.5	-	-	-
Total %	0.0	2.8	9.5	1.2	-	13.5	0.0	11.4	12.9	3.3	-	27.7	0.0	0.0	17.4	9.0	-	26.4	0.0	2.6	26.4	3.4	-	32.4	-
PHF	0.000	0.750	0.713	0.607	-	0.766	0.000	0.645	0.798	0.734	-	0.720	0.000	0.000	0.910	0.836	-	0.883	0.000	0.617	0.760	0.857	-	0.765	0.827
Lights	0	38	134	17	-	189	0	158	180	47	-	385	0	0	241	126	-	367	0	37	365	48	-	450	1391
% Lights	-	97.4	100.0	100.0	-	99.5	-	98.8	98.9	100.0	-	99.0	-	-	98.8	99.2	-	98.9	-	100.0	98.4	100.0	-	98.7	98.9
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	0	0	2	0	-	2	4
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.6	0.0	0.0	-	0.3	-	-	0.4	0.0	-	0.3	-	0.0	0.5	0.0	-	0.4	0.3
Single-Unit Trucks	0	1	0	0	-	1	0	0	1	0	-	1	0	0	2	1	-	3	0	0	4	0	-	4	9
% Single-Unit Trucks	-	2.6	0.0	0.0	-	0.5	-	0.0	0.5	0.0	-	0.3	-	-	0.8	0.8	-	0.8	-	0.0	1.1	0.0	-	0.9	0.6
Articulated Trucks	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.6	0.5	0.0	-	0.5	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Curtiss Street
Site Code:
Start Date: 02/02/2021

Turning Movement Data

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	6	2	5	0	13	0	1	0	3	1	4	0	0	20	1	0	21	0	0	5	0	0	5	43
7:15 AM	0	4	4	13	2	21	0	3	0	1	1	4	0	0	23	3	0	26	0	1	13	0	2	14	65
7:30 AM	0	4	2	6	1	12	0	4	0	3	6	7	0	0	23	6	3	29	0	1	19	0	4	20	68
7:45 AM	0	6	3	10	0	19	0	0	0	2	1	2	0	0	26	1	0	27	0	1	17	0	1	18	66
Hourly Total	0	20	11	34	3	65	0	8	0	9	9	17	0	0	92	11	3	103	0	3	54	0	7	57	242
8:00 AM	0	4	3	4	0	11	0	3	0	3	0	6	0	0	19	8	1	27	0	1	21	0	1	22	66
8:15 AM	0	10	4	8	1	22	0	2	0	3	1	5	0	0	30	2	0	32	0	1	22	0	1	23	82
8:30 AM	0	12	5	10	1	27	0	0	0	1	3	1	0	0	12	4	1	16	0	0	20	0	1	20	64
8:45 AM	0	14	3	13	0	30	0	5	0	2	0	7	0	0	19	2	2	21	0	0	12	0	1	12	70
Hourly Total	0	40	15	35	2	90	0	10	0	9	4	19	0	0	80	16	4	96	0	2	75	0	4	77	282
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	17	6	19	1	42	0	3	0	1	5	4	0	0	28	5	2	33	0	1	24	0	4	25	104
4:15 PM	0	13	8	24	0	45	0	1	0	3	1	4	0	0	16	6	6	22	0	1	27	0	2	28	99
4:30 PM	0	10	3	26	1	39	0	1	0	3	4	4	0	0	32	2	0	34	0	1	21	0	2	22	99
4:45 PM	0	17	3	28	0	48	0	6	0	1	3	7	0	0	26	2	3	28	0	1	15	0	5	16	99
Hourly Total	0	57	20	97	2	174	0	11	0	8	13	19	0	0	102	15	11	117	0	4	87	0	13	91	401
5:00 PM	0	20	3	34	2	57	0	5	0	6	1	11	0	0	22	6	4	28	0	3	38	0	4	41	137
5:15 PM	0	15	10	25	0	50	0	2	0	2	0	4	0	0	20	5	2	25	0	0	26	0	4	26	105
5:30 PM	0	11	1	19	4	31	0	6	0	1	4	7	0	0	22	3	3	25	0	1	17	0	4	18	81
5:45 PM	0	14	3	22	0	39	0	3	0	2	3	5	0	0	20	3	3	23	0	0	18	0	2	18	85
Hourly Total	0	60	17	100	6	177	0	16	0	11	8	27	0	0	84	17	12	101	0	4	99	0	14	103	408
Grand Total	0	177	63	266	13	506	0	45	0	37	34	82	0	0	358	59	30	417	0	13	315	0	38	328	1333
Approach %	0.0	35.0	12.5	52.6	-	-	0.0	54.9	0.0	45.1	-	-	0.0	0.0	85.9	14.1	-	-	0.0	4.0	96.0	0.0	-	-	-
Total %	0.0	13.3	4.7	20.0	-	38.0	0.0	3.4	0.0	2.8	-	6.2	0.0	0.0	26.9	4.4	-	31.3	0.0	1.0	23.6	0.0	-	24.6	-
Lights	0	172	62	256	-	490	0	44	0	37	-	81	0	0	353	58	-	411	0	12	313	0	-	325	1307
% Lights	-	97.2	98.4	96.2	-	96.8	-	97.8	-	100.0	-	98.8	-	-	98.6	98.3	-	98.6	-	92.3	99.4	-	-	99.1	98.0
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	3	0	-	3	0	1	1	0	-	2	6
% Buses	-	0.0	0.0	0.0	-	0.0	-	2.2	-	0.0	-	1.2	-	-	0.8	0.0	-	0.7	-	7.7	0.3	-	-	0.6	0.5
Single-Unit Trucks	0	5	1	7	-	13	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	14
% Single-Unit Trucks	-	2.8	1.6	2.6	-	2.6	-	0.0	-	0.0	-	0.0	-	-	0.0	1.7	-	0.2	-	0.0	0.0	-	-	0.0	1.1
Articulated Trucks	0	0	0	3	-	3	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.0	1.1	-	0.6	-	0.0	-	0.0	-	0.0	-	-	0.6	0.0	-	0.5	-	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Curtiss Street
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	6	3	10	0	19	0	0	0	2	1	2	0	0	26	1	0	27	0	1	17	0	1	18	66
8:00 AM	0	4	3	4	0	11	0	3	0	3	0	6	0	0	19	8	1	27	0	1	21	0	1	22	66
8:15 AM	0	10	4	8	1	22	0	2	0	3	1	5	0	0	30	2	0	32	0	1	22	0	1	23	82
8:30 AM	0	12	5	10	1	27	0	0	0	1	3	1	0	0	12	4	1	16	0	0	20	0	1	20	64
Total	0	32	15	32	2	79	0	5	0	9	5	14	0	0	87	15	2	102	0	3	80	0	4	83	278
Approach %	0.0	40.5	19.0	40.5	-	-	0.0	35.7	0.0	64.3	-	-	0.0	0.0	85.3	14.7	-	-	0.0	3.6	96.4	0.0	-	-	-
Total %	0.0	11.5	5.4	11.5	-	28.4	0.0	1.8	0.0	3.2	-	5.0	0.0	0.0	31.3	5.4	-	36.7	0.0	1.1	28.8	0.0	-	29.9	-
PHF	0.000	0.667	0.750	0.800	-	0.731	0.000	0.417	0.000	0.750	-	0.583	0.000	0.000	0.725	0.469	-	0.797	0.000	0.750	0.909	0.000	-	0.902	0.848
Lights	0	29	14	30	-	73	0	5	0	9	-	14	0	0	86	15	-	101	0	2	80	0	-	82	270
% Lights	-	90.6	93.3	93.8	-	92.4	-	100.0	-	100.0	-	100.0	-	-	98.9	100.0	-	99.0	-	66.7	100.0	-	-	98.8	97.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	0	-	1	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	1.1	0.0	-	1.0	-	33.3	0.0	-	-	1.2	0.7
Single-Unit Trucks	0	3	1	2	-	6	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	-	9.4	6.7	6.3	-	7.6	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Curtiss Street
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	13	8	24	0	45	0	1	0	3	1	4	0	0	16	6	6	22	0	1	27	0	2	28	99
4:30 PM	0	10	3	26	1	39	0	1	0	3	4	4	0	0	32	2	0	34	0	1	21	0	2	22	99
4:45 PM	0	17	3	28	0	48	0	6	0	1	3	7	0	0	26	2	3	28	0	1	15	0	5	16	99
5:00 PM	0	20	3	34	2	57	0	5	0	6	1	11	0	0	22	6	4	28	0	3	38	0	4	41	137
Total	0	60	17	112	3	189	0	13	0	13	9	26	0	0	96	16	13	112	0	6	101	0	13	107	434
Approach %	0.0	31.7	9.0	59.3	-	-	0.0	50.0	0.0	50.0	-	-	0.0	0.0	85.7	14.3	-	-	0.0	5.6	94.4	0.0	-	-	-
Total %	0.0	13.8	3.9	25.8	-	43.5	0.0	3.0	0.0	3.0	-	6.0	0.0	0.0	22.1	3.7	-	25.8	0.0	1.4	23.3	0.0	-	24.7	-
PHF	0.000	0.750	0.531	0.824	-	0.829	0.000	0.542	0.000	0.542	-	0.591	0.000	0.000	0.750	0.667	-	0.824	0.000	0.500	0.664	0.000	-	0.652	0.792
Lights	0	59	17	110	-	186	0	13	0	13	-	26	0	0	96	16	-	112	0	6	100	0	-	106	430
% Lights	-	98.3	100.0	98.2	-	98.4	-	100.0	-	100.0	-	100.0	-	-	100.0	100.0	-	100.0	-	100.0	99.0	-	-	99.1	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	1.7	0.0	0.0	-	0.5	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.2
Articulated Trucks	0	0	0	2	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	1.8	-	1.1	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	1.0	-	-	0.9	0.2
Pedestrians	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	13	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Maple Avenue
Site Code:
Start Date: 02/02/2021

Turning Movement Data

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Washington Street Northbound						Washington Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	19	39	1	4	59	0	0	23	4	0	27	0	0	6	1	0	7	0	3	1	6	0	10	103
7:15 AM	0	22	59	0	3	81	0	2	33	2	2	37	0	0	11	3	0	14	0	6	3	19	2	28	160
7:30 AM	0	20	38	1	4	59	0	2	25	3	0	30	0	1	18	2	0	21	0	7	6	19	0	32	142
7:45 AM	0	27	72	3	0	102	0	4	30	7	0	41	0	0	9	1	0	10	0	6	7	20	0	33	186
Hourly Total	0	88	208	5	11	301	0	8	111	16	2	135	0	1	44	7	0	52	0	22	17	64	2	103	591
8:00 AM	0	30	76	5	2	111	0	3	30	5	0	38	0	3	12	2	0	17	0	3	4	20	1	27	193
8:15 AM	0	32	59	4	3	95	0	2	39	8	0	49	0	1	6	1	0	8	0	3	5	15	0	23	175
8:30 AM	0	17	53	2	0	72	0	1	42	9	1	52	0	2	6	1	0	9	0	8	2	20	2	30	163
8:45 AM	0	22	57	0	0	79	0	0	24	6	0	30	0	1	8	1	0	10	0	2	2	18	0	22	141
Hourly Total	0	101	245	11	5	357	0	6	135	28	1	169	0	7	32	5	0	44	0	16	13	73	3	102	672
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	24	52	2	1	78	0	4	53	11	2	68	0	2	6	2	0	10	0	7	10	30	1	47	203
4:15 PM	0	18	60	3	2	81	0	5	53	8	0	66	0	2	4	0	0	6	0	7	7	37	0	51	204
4:30 PM	0	22	37	1	1	60	0	2	53	12	3	67	0	2	10	0	0	12	0	12	11	27	3	50	189
4:45 PM	0	30	61	0	2	91	0	1	52	6	2	59	0	1	9	0	0	10	0	13	10	27	3	50	210
Hourly Total	0	94	210	6	6	310	0	12	211	37	7	260	0	7	29	2	0	38	0	39	38	121	7	198	806
5:00 PM	0	20	36	6	2	62	0	3	79	7	1	89	0	2	4	1	0	7	0	22	15	47	1	84	242
5:15 PM	0	20	49	2	1	71	0	1	72	7	0	80	0	0	7	0	0	7	0	11	15	30	0	56	214
5:30 PM	0	18	37	1	0	56	0	1	58	7	4	66	0	0	7	0	0	7	0	15	6	34	0	55	184
5:45 PM	0	11	38	0	0	49	0	4	48	8	2	60	0	1	4	1	0	6	0	8	12	21	3	41	156
Hourly Total	0	69	160	9	3	238	0	9	257	29	7	295	0	3	22	2	0	27	0	56	48	132	4	236	796
Grand Total	0	352	823	31	25	1206	0	35	714	110	17	859	0	18	127	16	0	161	0	133	116	390	16	639	2865
Approach %	0.0	29.2	68.2	2.6	-	-	0.0	4.1	83.1	12.8	-	-	0.0	11.2	78.9	9.9	-	-	0.0	20.8	18.2	61.0	-	-	-
Total %	0.0	12.3	28.7	1.1	-	42.1	0.0	1.2	24.9	3.8	-	30.0	0.0	0.6	4.4	0.6	-	5.6	0.0	4.6	4.0	13.6	-	22.3	-
Lights	0	346	814	30	-	1190	0	34	700	110	-	844	0	18	126	16	-	160	0	132	114	384	-	630	2824
% Lights	-	98.3	98.9	96.8	-	98.7	-	97.1	98.0	100.0	-	98.3	-	100.0	99.2	100.0	-	99.4	-	99.2	98.3	98.5	-	98.6	98.6
Buses	0	2	3	1	-	6	0	0	5	0	-	5	0	0	1	0	-	1	0	0	2	0	-	2	14
% Buses	-	0.6	0.4	3.2	-	0.5	-	0.0	0.7	0.0	-	0.6	-	0.0	0.8	0.0	-	0.6	-	0.0	1.7	0.0	-	0.3	0.5
Single-Unit Trucks	0	2	4	0	-	6	0	1	7	0	-	8	0	0	0	0	-	0	0	1	0	3	-	4	18
% Single-Unit Trucks	-	0.6	0.5	0.0	-	0.5	-	2.9	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.8	0.0	0.8	-	0.6	0.6
Articulated Trucks	0	2	2	0	-	4	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	3	-	3	9
% Articulated Trucks	-	0.6	0.2	0.0	-	0.3	-	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.5	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Maple Avenue
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Washington Street Northbound						Washington Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	27	72	3	0	102	0	4	30	7	0	41	0	0	9	1	0	10	0	6	7	20	0	33	186
8:00 AM	0	30	76	5	2	111	0	3	30	5	0	38	0	3	12	2	0	17	0	3	4	20	1	27	193
8:15 AM	0	32	59	4	3	95	0	2	39	8	0	49	0	1	6	1	0	8	0	3	5	15	0	23	175
8:30 AM	0	17	53	2	0	72	0	1	42	9	1	52	0	2	6	1	0	9	0	8	2	20	2	30	163
Total	0	106	260	14	5	380	0	10	141	29	1	180	0	6	33	5	0	44	0	20	18	75	3	113	717
Approach %	0.0	27.9	68.4	3.7	-	-	0.0	5.6	78.3	16.1	-	-	0.0	13.6	75.0	11.4	-	-	0.0	17.7	15.9	66.4	-	-	-
Total %	0.0	14.8	36.3	2.0	-	53.0	0.0	1.4	19.7	4.0	-	25.1	0.0	0.8	4.6	0.7	-	6.1	0.0	2.8	2.5	10.5	-	15.8	-
PHF	0.000	0.828	0.855	0.700	-	0.856	0.000	0.625	0.839	0.806	-	0.865	0.000	0.500	0.688	0.625	-	0.647	0.000	0.625	0.643	0.938	-	0.856	0.929
Lights	0	105	255	14	-	374	0	10	135	29	-	174	0	6	32	5	-	43	0	20	18	73	-	111	702
% Lights	-	99.1	98.1	100.0	-	98.4	-	100.0	95.7	100.0	-	96.7	-	100.0	97.0	100.0	-	97.7	-	100.0	100.0	97.3	-	98.2	97.9
Buses	0	0	2	0	-	2	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	5
% Buses	-	0.0	0.8	0.0	-	0.5	-	0.0	1.4	0.0	-	1.1	-	0.0	3.0	0.0	-	2.3	-	0.0	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	1	1	0	-	2	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	2	-	2	8
% Single-Unit Trucks	-	0.9	0.4	0.0	-	0.5	-	0.0	2.8	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.7	-	1.8	1.1
Articulated Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.8	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

ORD 2021-9007

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Maple Avenue
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Washington Street Northbound						Washington Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	18	60	3	2	81	0	5	53	8	0	66	0	2	4	0	0	6	0	7	7	37	0	51	204
4:30 PM	0	22	37	1	1	60	0	2	53	12	3	67	0	2	10	0	0	12	0	12	11	27	3	50	189
4:45 PM	0	30	61	0	2	91	0	1	52	6	2	59	0	1	9	0	0	10	0	13	10	27	3	50	210
5:00 PM	0	20	36	6	2	62	0	3	79	7	1	89	0	2	4	1	0	7	0	22	15	47	1	84	242
Total	0	90	194	10	7	294	0	11	237	33	6	281	0	7	27	1	0	35	0	54	43	138	7	235	845
Approach %	0.0	30.6	66.0	3.4	-	-	0.0	3.9	84.3	11.7	-	-	0.0	20.0	77.1	2.9	-	-	0.0	23.0	18.3	58.7	-	-	-
Total %	0.0	10.7	23.0	1.2	-	34.8	0.0	1.3	28.0	3.9	-	33.3	0.0	0.8	3.2	0.1	-	4.1	0.0	6.4	5.1	16.3	-	27.8	-
PHF	0.000	0.750	0.795	0.417	-	0.808	0.000	0.550	0.750	0.688	-	0.789	0.000	0.875	0.675	0.250	-	0.729	0.000	0.614	0.717	0.734	-	0.699	0.873
Lights	0	89	194	10	-	293	0	10	236	33	-	279	0	7	27	1	-	35	0	54	43	136	-	233	840
% Lights	-	98.9	100.0	100.0	-	99.7	-	90.9	99.6	100.0	-	99.3	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	98.6	-	99.1	99.4
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	1.1	0.0	0.0	-	0.3	-	9.1	0.0	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	2	-	2	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.4	-	0.9	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Maple Avenue with Access Drive
Site Code:
Start Date: 02/02/2021

Turning Movement Data

Start Time	Maple Avenue Eastbound					Maple Avenue Westbound					Parking Lot Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	3	59	0	62	0	28	0	1	28	0	0	0	2	0	90
7:15 AM	0	4	78	0	82	0	51	1	5	52	0	0	0	4	0	134
7:30 AM	0	2	55	0	57	0	44	0	7	44	0	0	0	0	0	101
7:45 AM	0	0	103	0	103	0	51	0	0	51	0	0	0	2	0	154
Hourly Total	0	9	295	0	304	0	174	1	13	175	0	0	0	8	0	479
8:00 AM	0	1	108	0	109	0	51	0	0	51	0	0	0	2	0	160
8:15 AM	0	0	97	0	97	0	57	0	1	57	0	0	1	2	1	155
8:30 AM	0	0	69	0	69	0	63	0	0	63	0	0	0	6	0	132
8:45 AM	0	1	80	0	81	0	43	0	0	43	0	2	0	2	2	126
Hourly Total	0	2	354	0	356	0	214	0	1	214	0	2	1	12	3	573
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	77	0	78	0	89	0	0	89	0	0	0	1	0	167
4:15 PM	0	0	81	0	81	0	90	1	0	91	0	0	3	1	3	175
4:30 PM	0	0	60	0	60	0	84	0	0	84	0	0	0	7	0	144
4:45 PM	0	0	89	0	89	0	81	1	0	82	0	1	0	2	1	172
Hourly Total	0	1	307	0	308	0	344	2	0	346	0	1	3	11	4	658
5:00 PM	0	0	62	0	62	0	124	0	0	124	0	0	1	5	1	187
5:15 PM	0	1	70	0	71	0	101	0	1	101	0	1	0	0	1	173
5:30 PM	0	1	58	0	59	0	94	0	0	94	0	0	2	1	2	155
5:45 PM	0	0	49	0	49	0	69	0	0	69	0	0	0	3	0	118
Hourly Total	0	2	239	0	241	0	388	0	1	388	0	1	3	9	4	633
Grand Total	0	14	1195	0	1209	0	1120	3	15	1123	0	4	7	40	11	2343
Approach %	0.0	1.2	98.8	-	-	0.0	99.7	0.3	-	-	0.0	36.4	63.6	-	-	-
Total %	0.0	0.6	51.0	-	51.6	0.0	47.8	0.1	-	47.9	0.0	0.2	0.3	-	0.5	-
Lights	0	14	1179	-	1193	0	1099	3	-	1102	0	4	6	-	10	2305
% Lights	-	100.0	98.7	-	98.7	-	98.1	100.0	-	98.1	-	100.0	85.7	-	90.9	98.4
Buses	0	0	6	-	6	0	5	0	-	5	0	0	0	-	0	11
% Buses	-	0.0	0.5	-	0.5	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	6	-	6	0	11	0	-	11	0	0	1	-	1	18
% Single-Unit Trucks	-	0.0	0.5	-	0.5	-	1.0	0.0	-	1.0	-	0.0	14.3	-	9.1	0.8
Articulated Trucks	0	0	4	-	4	0	5	0	-	5	0	0	0	-	0	9
% Articulated Trucks	-	0.0	0.3	-	0.3	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	15	-	-	-	-	40	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

ORD 2021-9007

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Maple Avenue with Access Drive
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Maple Avenue Eastbound					Maple Avenue Westbound					Parking Lot Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	103	0	103	0	51	0	0	51	0	0	0	2	0	154
8:00 AM	0	1	108	0	109	0	51	0	0	51	0	0	0	2	0	160
8:15 AM	0	0	97	0	97	0	57	0	1	57	0	0	1	2	1	155
8:30 AM	0	0	69	0	69	0	63	0	0	63	0	0	0	6	0	132
Total	0	1	377	0	378	0	222	0	1	222	0	0	1	12	1	601
Approach %	0.0	0.3	99.7	-	-	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.2	62.7	-	62.9	0.0	36.9	0.0	-	36.9	0.0	0.0	0.2	-	0.2	-
PHF	0.000	0.250	0.873	-	0.867	0.000	0.881	0.000	-	0.881	0.000	0.000	0.250	-	0.250	0.939
Lights	0	1	371	-	372	0	213	0	-	213	0	0	1	-	1	586
% Lights	-	100.0	98.4	-	98.4	-	95.9	-	-	95.9	-	-	100.0	-	100.0	97.5
Buses	0	0	2	-	2	0	2	0	-	2	0	0	0	-	0	4
% Buses	-	0.0	0.5	-	0.5	-	0.9	-	-	0.9	-	-	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	2	-	2	0	7	0	-	7	0	0	0	-	0	9
% Single-Unit Trucks	-	0.0	0.5	-	0.5	-	3.2	-	-	3.2	-	-	0.0	-	0.0	1.5
Articulated Trucks	0	0	2	-	2	0	0	0	-	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.5	-	0.5	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Maple Avenue with Access Drive
Site Code:
Start Date: 02/02/2021
Page No: 3

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Maple Avenue Eastbound					Maple Avenue Westbound					Parking Lot Access Drive Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:15 PM	0	0	81	0	81	0	90	1	0	91	0	0	3	1	3	175
4:30 PM	0	0	60	0	60	0	84	0	0	84	0	0	0	7	0	144
4:45 PM	0	0	89	0	89	0	81	1	0	82	0	1	0	2	1	172
5:00 PM	0	0	62	0	62	0	124	0	0	124	0	0	1	5	1	187
Total	0	0	292	0	292	0	379	2	0	381	0	1	4	15	5	678
Approach %	0.0	0.0	100.0	-	-	0.0	99.5	0.5	-	-	0.0	20.0	80.0	-	-	-
Total %	0.0	0.0	43.1	-	43.1	0.0	55.9	0.3	-	56.2	0.0	0.1	0.6	-	0.7	-
PHF	0.000	0.000	0.820	-	0.820	0.000	0.764	0.500	-	0.768	0.000	0.250	0.333	-	0.417	0.906
Lights	0	0	291	-	291	0	376	2	-	378	0	1	3	-	4	673
% Lights	-	-	99.7	-	99.7	-	99.2	100.0	-	99.2	-	100.0	75.0	-	80.0	99.3
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	-	-	0.0	-	0.0	-	0.3	0.0	-	0.3	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	0	1	-	1	2
% Single-Unit Trucks	-	-	0.3	-	0.3	-	0.0	0.0	-	0.0	-	0.0	25.0	-	20.0	0.3
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	0	0	-	0	2
% Articulated Trucks	-	-	0.0	-	0.0	-	0.5	0.0	-	0.5	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Access Drive
Site Code:
Start Date: 02/02/2021

Turning Movement Data

Start Time	Access Drive Eastbound					Washington Street Northbound					Washington Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	1	0	0	2	27	0	29	0	11	2	0	13	42
7:15 AM	0	0	0	3	0	0	3	32	0	35	0	28	0	0	28	63
7:30 AM	0	0	0	0	0	0	1	40	0	41	0	30	0	0	30	71
7:45 AM	0	0	0	0	0	0	0	46	0	46	0	34	0	0	34	80
Hourly Total	0	0	0	4	0	0	6	145	0	151	0	103	2	0	105	256
8:00 AM	0	0	0	0	0	0	1	40	0	41	0	26	0	0	26	67
8:15 AM	0	1	0	2	1	0	0	51	0	51	0	23	0	0	23	75
8:30 AM	0	0	0	2	0	0	0	32	0	32	0	30	0	0	30	62
8:45 AM	0	0	0	0	0	0	1	35	0	36	0	24	1	0	25	61
Hourly Total	0	1	0	4	1	0	2	158	0	160	0	103	1	0	104	265
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	1	0	0	0	43	0	43	0	44	0	0	44	87
4:15 PM	0	0	0	1	0	0	1	31	0	32	0	54	1	0	55	87
4:30 PM	0	0	0	1	0	0	0	41	0	41	0	50	0	0	50	91
4:45 PM	0	0	0	2	0	0	0	46	0	46	0	49	0	0	49	95
Hourly Total	0	0	0	5	0	0	1	161	0	162	0	197	1	0	198	360
5:00 PM	0	0	0	4	0	0	0	32	0	32	0	86	0	0	86	118
5:15 PM	0	0	2	1	2	0	0	32	0	32	0	56	1	0	57	91
5:30 PM	0	0	0	0	0	0	0	34	0	34	0	53	0	0	53	87
5:45 PM	0	0	0	0	0	0	0	25	0	25	0	42	0	0	42	67
Hourly Total	0	0	2	5	2	0	0	123	0	123	0	237	1	0	238	363
Grand Total	0	1	2	18	3	0	9	587	0	596	0	640	5	0	645	1244
Approach %	0.0	33.3	66.7	-	-	0.0	1.5	98.5	-	-	0.0	99.2	0.8	-	-	-
Total %	0.0	0.1	0.2	-	0.2	0.0	0.7	47.2	-	47.9	0.0	51.4	0.4	-	51.8	-
Lights	0	1	2	-	3	0	8	581	-	589	0	629	4	-	633	1225
% Lights	-	100.0	100.0	-	100.0	-	88.9	99.0	-	98.8	-	98.3	80.0	-	98.1	98.5
Buses	0	0	0	-	0	0	0	3	-	3	0	2	0	-	2	5
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.5	-	0.5	-	0.3	0.0	-	0.3	0.4
Single-Unit Trucks	0	0	0	-	0	0	1	1	-	2	0	5	1	-	6	8
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	11.1	0.2	-	0.3	-	0.8	20.0	-	0.9	0.6
Articulated Trucks	0	0	0	-	0	0	0	2	-	2	0	3	0	-	3	5
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.3	-	0.5	0.0	-	0.5	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.2	0.0	-	0.2	0.1
Pedestrians	-	-	-	18	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Access Drive
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Access Drive Eastbound					Washington Street Northbound					Washington Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	0	0	0	0	0	46	0	46	0	34	0	0	34	80
8:00 AM	0	0	0	0	0	0	1	40	0	41	0	26	0	0	26	67
8:15 AM	0	1	0	2	1	0	0	51	0	51	0	23	0	0	23	75
8:30 AM	0	0	0	2	0	0	0	32	0	32	0	30	0	0	30	62
Total	0	1	0	4	1	0	1	169	0	170	0	113	0	0	113	284
Approach %	0.0	100.0	0.0	-	-	0.0	0.6	99.4	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.4	0.0	-	0.4	0.0	0.4	59.5	-	59.9	0.0	39.8	0.0	-	39.8	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.250	0.828	-	0.833	0.000	0.831	0.000	-	0.831	0.888
Lights	0	1	0	-	1	0	1	167	-	168	0	111	0	-	111	280
% Lights	-	100.0	-	-	100.0	-	100.0	98.8	-	98.8	-	98.2	-	-	98.2	98.6
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	-	0.0	-	-	0.0	-	0.0	0.6	-	0.6	-	0.0	-	-	0.0	0.4
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Single-Unit Trucks	-	0.0	-	-	0.0	-	0.0	0.6	-	0.6	-	1.8	-	-	1.8	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	4	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Washington Street with Access Drive
Site Code:
Start Date: 02/02/2021

Turning Movement Peak Hour Data (4:15 PM)

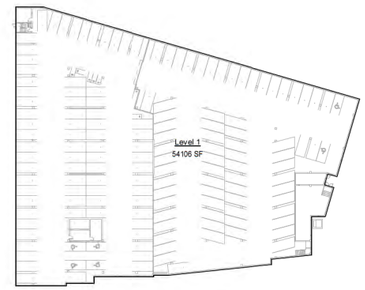
Start Time	Access Drive Eastbound					Washington Street Northbound					Washington Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	0	0	1	0	0	1	31	0	32	0	54	1	0	55	87
4:30 PM	0	0	0	1	0	0	0	41	0	41	0	50	0	0	50	91
4:45 PM	0	0	0	2	0	0	0	46	0	46	0	49	0	0	49	95
5:00 PM	0	0	0	4	0	0	0	32	0	32	0	86	0	0	86	118
Total	0	0	0	8	0	0	1	150	0	151	0	239	1	0	240	391
Approach %	0.0	0.0	0.0	-	-	0.0	0.7	99.3	-	-	0.0	99.6	0.4	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	0.3	38.4	-	38.6	0.0	61.1	0.3	-	61.4	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.250	0.815	-	0.821	0.000	0.695	0.250	-	0.698	0.828
Lights	0	0	0	-	0	0	0	150	-	150	0	236	1	-	237	387
% Lights	-	-	-	-	-	-	0.0	100.0	-	99.3	-	98.7	100.0	-	98.8	99.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	-	-	-	-	-	100.0	0.0	-	0.7	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Articulated Trucks	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.8	0.0	-	0.8	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.4	0.0	-	0.4	0.3
Pedestrians	-	-	-	8	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Preliminary Site Plan



2 LEVEL 1 Parking
1/16" = 1'-0"

0' 8' 16' 32



1 LEVEL 1 Parking
1" = 60'-0"

PLOT DATE: 2/11/2021 1:33:41 PM

OPUS
THE OPUS GROUP

Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

DATE
02/10/21
PROJECT MANAGER
J. Caesar
DRAWN BY
Designer
CHECKED BY
Checker

REGISTRATION

SHEET TITLE
Level 1 Parking

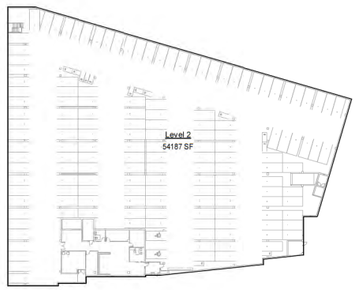
SHEET NUMBER
A.01



1 LEVEL 2 Parking
1/16" = 1'-0"

0' 8' 16' 32

RES. PARKING DETAIL	
Type	**Factored**
4'-0" x 8'-0" - 90 deg MOTORCYCLE	5
8'-0" x 17'-6" - 90 deg HC	6
8'-6" x 17'-6" - 90 deg	71
8'-6" x 18' - 90 deg	21
9'-0" x 17'-6" - 90 deg	118
9'-0" x 18' - 90 deg	13
Grand Total	234



3 LEVEL 2 Parking
1" = 60'-0"

PLOT DATE: 2/11/2021 1:33:43 PM

OPUS
THE OPUS GROUP

Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Buid, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

DATE
02/10/21
PROJECT MANAGER
J. Caesar
DRAWN BY
Designer
CHECKED BY
Checker

REGISTRATION

SHEET TITLE
Level 2 Parking

SHEET NUMBER
A.02

ITE Trip Generation Worksheets

Multifamily Housing (Mid-Rise)
(221)

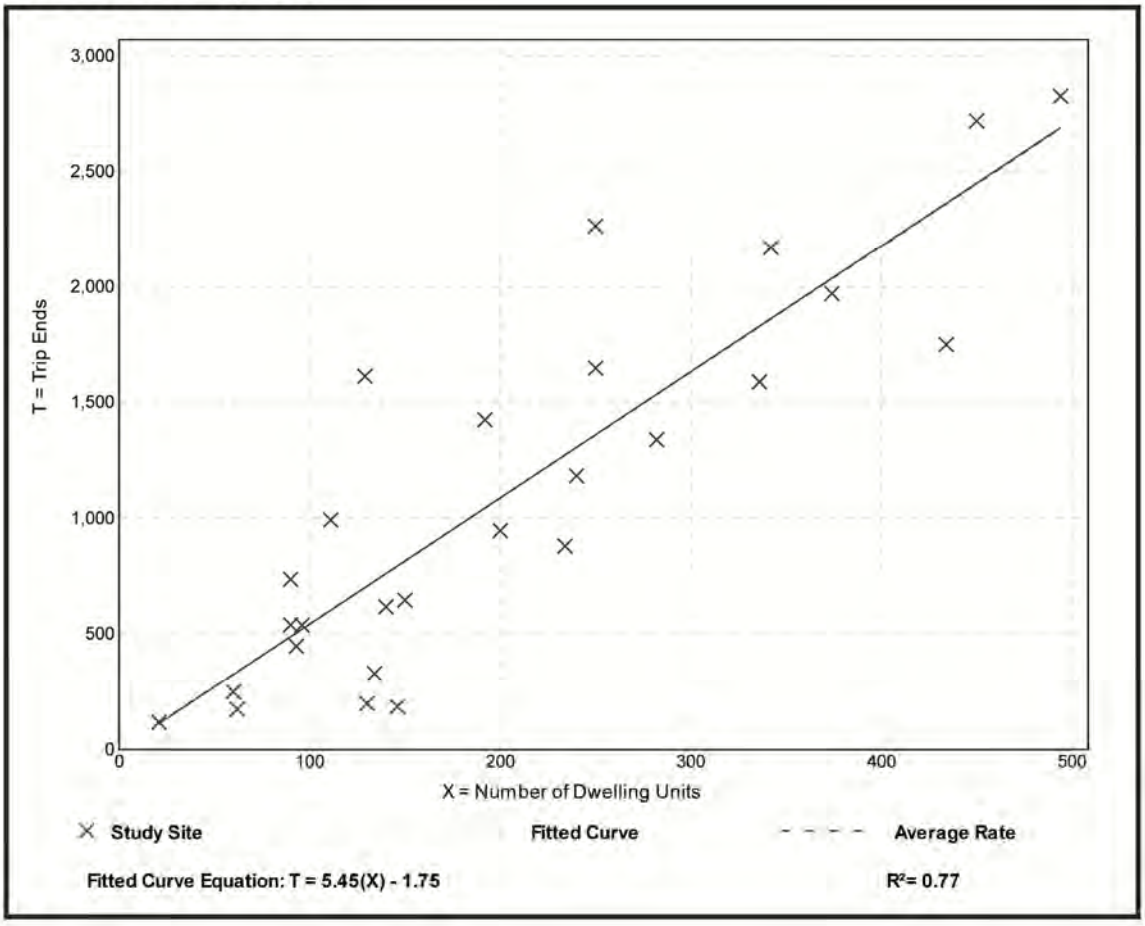
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



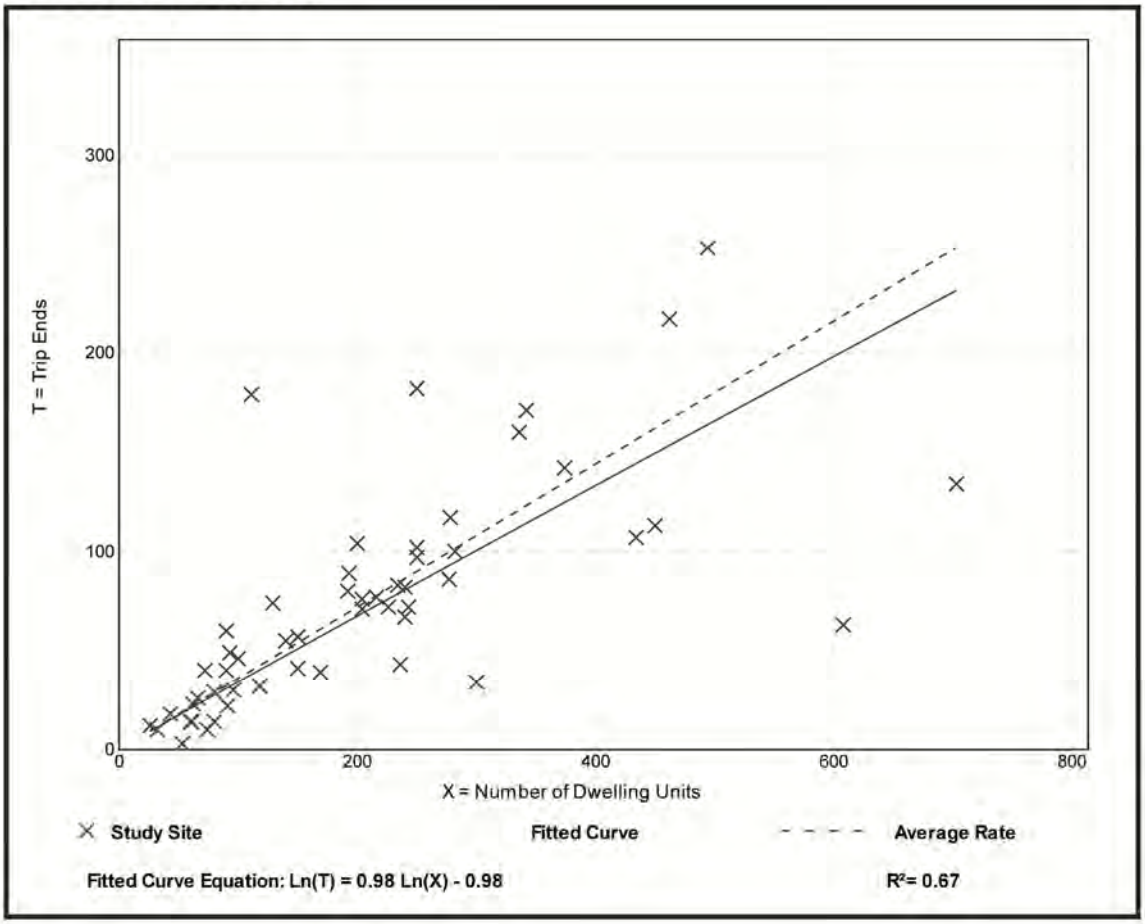
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



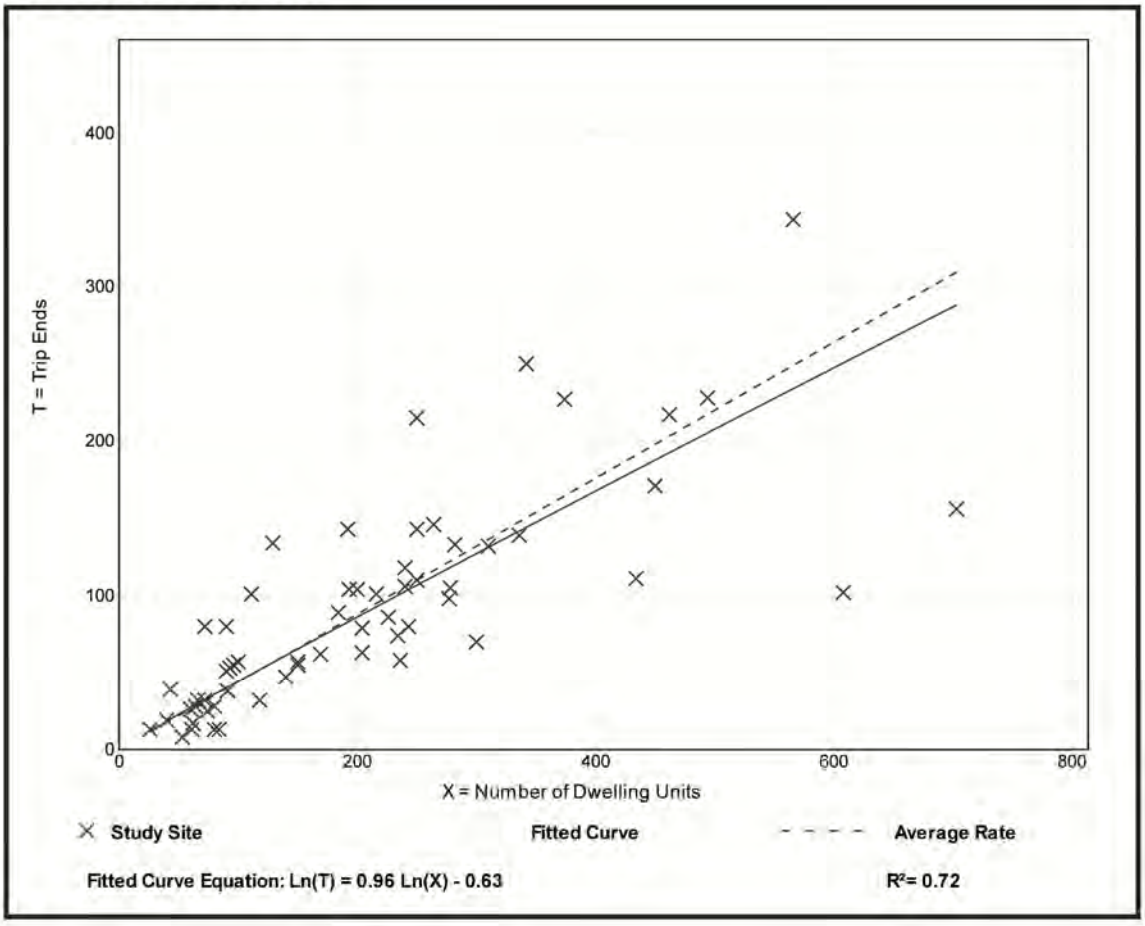
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

February 12, 2021

Elise Purguette
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Chicago, IL 60602

Subject: Maple Avenue @ Washington Street
IDOT

Dear Ms. Purguette:

In response to a request made on your behalf and dated February 11, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Curtis Street	2,300	2,500
Maple Avenue	6,350	7,200
Main Street	14,900	16,900
Washington Street	4,000	4,500

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
2021_CY_TrafficForecast\DownersGrove\du-06-21\du-06-21.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

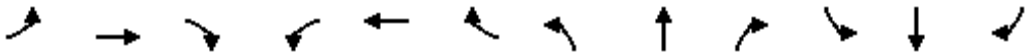
Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	53	79	0	0	0	0	389	28	50	232	0
Future Volume (vph)	4	53	79	0	0	0	0	389	28	50	232	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		55	0		0	0		50	35		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	40			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.96						0.97	0.99		
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1745	1742	1350	0	0	0	0	1859	1350	1646	1624	0
Flt Permitted	0.950									0.454		
Satd. Flow (perm)	1729	1742	1294	0	0	0	0	1859	1304	782	1624	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		426			746			933			274	
Travel Time (s)		9.7			17.0			21.2			6.2	
Confl. Peds. (#/hr)	4		10	10		4	5		6	6		5
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	0%	0%	0%	0%	0%	4%	0%	6%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			7						7		7	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	58	87	0	0	0	0	427	31	55	255	0
Turn Type	custom	NA	custom					NA	Perm	pm+pt	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0					15.0	15.0	3.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					24.0	24.0	9.5	24.0	
Total Split (s)	27.0	27.0	27.0					51.0	51.0	12.0	63.0	
Total Split (%)	30.0%	30.0%	30.0%					56.7%	56.7%	13.3%	70.0%	
Yellow Time (s)	4.5	4.5	4.5					4.5	4.5	3.5	4.5	
All-Red Time (s)	1.5	1.5	1.5					1.5	1.5	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0	6.0	3.5	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	12.2	12.2	12.2					61.8	61.8	71.1	69.8	
Actuated g/C Ratio	0.14	0.14	0.14					0.69	0.69	0.79	0.78	

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.02	0.25	0.48					0.33	0.03	0.08	0.20	
Control Delay	31.2	36.0	43.8					5.3	5.0	3.6	4.6	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	31.2	36.0	43.8					5.3	5.0	3.6	4.6	
LOS	C	D	D					A	A	A	A	
Approach Delay		40.4						5.3			4.4	
Approach LOS		D						A			A	
Queue Length 50th (ft)	2	30	47					53	3	6	38	
Queue Length 95th (ft)	11	62	88					86	m9	18	79	
Internal Link Dist (ft)		346			666			853			194	
Turn Bay Length (ft)	55		55						50	35		
Base Capacity (vph)	407	406	315					1276	895	699	1259	
Starvation Cap Reductn	0	0	0					0	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.01	0.14	0.28					0.33	0.03	0.08	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Main Street & Curtiss Street



Lanes, Volumes, Timings
2: Main Street & Maple Avenue

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	293	10	113	215	41	17	341	216	39	232	40
Future Volume (vph)	35	293	10	113	215	41	17	341	216	39	232	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	150		0	0		0	0		65
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	60			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				1.00				0.97		1.00	
Frt		0.995			0.976				0.850			0.850
Flt Protected	0.950			0.950				0.998			0.993	
Satd. Flow (prot)	1678	1776	0	1694	1483	0	0	1759	1546	0	1547	1501
Flt Permitted	0.596			0.333				0.978			0.908	
Satd. Flow (perm)	1045	1776	0	594	1483	0	0	1724	1506	0	1414	1501
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		417			665			646			933	
Travel Time (s)		9.5			15.1			17.6			25.4	
Confl. Peds. (#/hr)	6					6			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	0%	3%	3%	6%	8%	4%	1%	0%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					8						6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	312	0	116	264	0	0	370	223	0	279	41
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	3	8		7	4			2	7		6	
Permitted Phases	8			4			2		2	6		6
Detector Phase	3	8		7	4		2	2	7	6	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		15.0	15.0	3.0	15.0	15.0	15.0
Minimum Split (s)	9.5	25.0		9.5	33.0		29.0	29.0	9.5	29.0	29.0	29.0
Total Split (s)	12.0	25.0		25.0	38.0		40.0	40.0	25.0	40.0	40.0	40.0
Total Split (%)	13.3%	27.8%		27.8%	42.2%		44.4%	44.4%	27.8%	44.4%	44.4%	44.4%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	3.5		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	None		None	None		C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	31.6	22.5		37.9	29.1			42.5	54.5		42.5	42.5
Actuated g/C Ratio	0.35	0.25		0.42	0.32			0.47	0.61		0.47	0.47

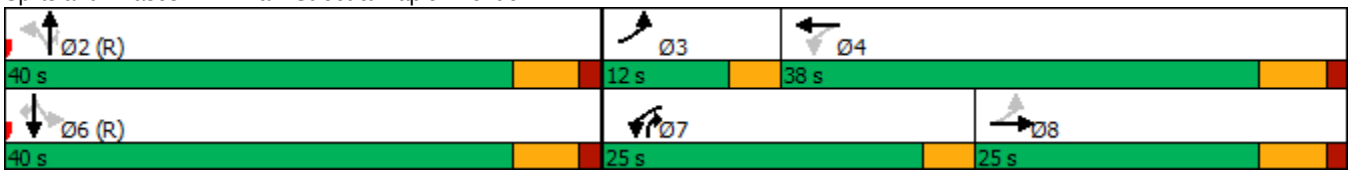
Lanes, Volumes, Timings
2: Main Street & Maple Avenue

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.70		0.32	0.55			0.46	0.24		0.42	0.06
Control Delay	13.7	39.2		16.8	29.8			20.0	8.5		15.9	12.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.7	39.2		16.8	29.8			20.0	8.5		15.9	12.4
LOS	B	D		B	C			C	A		B	B
Approach Delay		36.5			25.9			15.7			15.5	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	12	161		40	130			137	48		97	8
Queue Length 95th (ft)	24	229		61	189			254	97		142	33
Internal Link Dist (ft)		337			585			566			853	
Turn Bay Length (ft)	60			150								65
Base Capacity (vph)	448	455		513	531			813	1121		667	708
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.08	0.69		0.23	0.50			0.46	0.20		0.42	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 22.4		Intersection LOS: C	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Main Street & Maple Avenue



HCM 6th AWSC
3: Washington Street & Curtiss Street 02/17/2021

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	25	53	7	0	13	0	254	32	4	171	0
Future Vol, veh/h	53	25	53	7	0	13	0	254	32	4	171	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	9	7	6	0	0	0	0	1	0	33	0	0
Mvmt Flow	62	29	62	8	0	15	0	299	38	5	201	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9.6	8.5	11.2	10.8
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	68%	0%	35%	2%
Vol Thru, %	89%	32%	0%	0%	98%
Vol Right, %	11%	0%	100%	65%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	286	78	53	20	175
LT Vol	0	53	0	7	4
Through Vol	254	25	0	0	171
RT Vol	32	0	53	13	0
Lane Flow Rate	336	92	62	24	206
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.431	0.161	0.091	0.035	0.305
Departure Headway (Hd)	4.61	6.313	5.226	5.34	5.341
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	777	564	679	675	669
Service Time	2.666	4.097	3.009	3.34	3.408
HCM Lane V/C Ratio	0.432	0.163	0.091	0.036	0.308
HCM Control Delay	11.2	10.3	8.5	8.5	10.8
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	2.2	0.6	0.3	0.1	1.3

HCM 6th AWSC
4: Washington Street & Maple Avenue 02/17/2021

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	153	374	20	21	203	62	9	71	7	32	43	156
Future Vol, veh/h	153	374	20	21	203	62	9	71	7	32	43	156
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	2	0	0	4	0	0	3	0	0	0	3
Mvmt Flow	165	402	22	23	218	67	10	76	8	34	46	168
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	20.2	13.4	12.3	11.8
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	10%	100%	0%	9%	0%	43%	0%
Vol Thru, %	82%	0%	95%	91%	0%	57%	0%
Vol Right, %	8%	0%	5%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	153	394	224	62	75	156
LT Vol	9	153	0	21	0	32	0
Through Vol	71	0	374	203	0	43	0
RT Vol	7	0	20	0	62	0	156
Lane Flow Rate	94	165	424	241	67	81	168
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.194	0.303	0.72	0.439	0.109	0.164	0.297
Departure Headway (Hd)	7.484	6.64	6.114	6.566	5.874	7.309	6.377
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	538	589	544	605	488	559
Service Time	5.484	4.415	3.888	4.354	3.661	5.098	4.166
HCM Lane V/C Ratio	0.195	0.307	0.72	0.443	0.111	0.166	0.301
HCM Control Delay	12.3	12.3	23.2	14.5	9.4	11.5	11.9
HCM Lane LOS	B	B	C	B	A	B	B
HCM 95th-tile Q	0.7	1.3	6	2.2	0.4	0.6	1.2

HCM 6th TWSC
5: Washington Street & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	285	231	0
Future Vol, veh/h	1	0	1	285	231	0
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	20
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	1	0	1	320	260	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	586	264	264	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	476	780	1312	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	473	777	1307	-	-	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	737	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1307	-	473	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.8	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
6: Maple Avenue & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	547	368	0	0	1
Future Vol, veh/h	1	547	368	0	0	1
Conflicting Peds, #/hr	12	0	0	12	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	4	0	0	0
Mvmt Flow	1	582	391	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	403	0	-	0	988	403
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1167	-	-	-	276	652
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1155	-	-	-	270	645
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

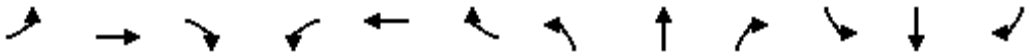
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1155	-	-	-	645
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	8.1	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	81	114	0	0	0	0	274	72	49	369	0
Future Volume (vph)	20	81	114	0	0	0	0	274	72	49	369	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		55	0		0	0		50	35		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	40			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.92		0.93						0.88	0.95		
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1745	1933	1324	0	0	0	0	1895	1324	1711	1656	0
Flt Permitted	0.950									0.511		
Satd. Flow (perm)	1597	1933	1226	0	0	0	0	1895	1160	875	1656	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		426			746			933			274	
Travel Time (s)		9.7			17.0			21.2			6.2	
Confl. Peds. (#/hr)	34		22	22		34	33		38	38		33
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	2%	2%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			7						7		7	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	98	137	0	0	0	0	330	87	59	445	0
Turn Type	custom	NA	custom					NA	Perm	pm+pt	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0					15.0	15.0	3.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					24.0	24.0	9.5	24.0	
Total Split (s)	36.0	36.0	36.0					52.0	52.0	12.0	64.0	
Total Split (%)	36.0%	36.0%	36.0%					52.0%	52.0%	12.0%	64.0%	
Yellow Time (s)	4.5	4.5	4.5					4.5	4.5	3.5	4.5	
All-Red Time (s)	1.5	1.5	1.5					1.5	1.5	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0	6.0	3.5	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	16.7	16.7	16.7					63.1	63.1	73.8	71.3	
Actuated g/C Ratio	0.17	0.17	0.17					0.63	0.63	0.74	0.71	

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.08	0.30	0.62					0.28	0.12	0.08	0.38	
Control Delay	32.9	37.3	50.0					6.5	6.5	4.9	7.6	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	32.9	37.3	50.0					6.5	6.5	4.9	7.6	
LOS	C	D	D					A	A	A	A	
Approach Delay		43.6						6.5			7.2	
Approach LOS		D						A			A	
Queue Length 50th (ft)	13	56	82					50	13	9	96	
Queue Length 95th (ft)	30	87	121					m80	m25	23	168	
Internal Link Dist (ft)		346			666			853			194	
Turn Bay Length (ft)	55		55						50	35		
Base Capacity (vph)	523	579	397					1194	731	716	1180	
Starvation Cap Reductn	0	0	0					0	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.05	0.17	0.35					0.28	0.12	0.08	0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Main Street & Curtiss Street



Lanes, Volumes, Timings
2: Main Street & Maple Avenue

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	190	18	168	328	49	0	256	180	53	390	40
Future Volume (vph)	41	190	18	168	328	49	0	256	180	53	390	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	150		0	0		0	0		65
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	60			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00				0.97		1.00	0.97
Frt		0.987			0.981				0.850			0.850
Flt Protected	0.950			0.950							0.994	
Satd. Flow (prot)	1694	1809	0	1728	1530	0	0	1818	1546	0	1561	1561
Flt Permitted	0.316			0.396							0.919	
Satd. Flow (perm)	560	1809	0	718	1530	0	0	1818	1504	0	1442	1510
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		417			665			646			933	
Travel Time (s)		9.5			15.1			17.6			25.4	
Confl. Peds. (#/hr)	7		2	2		7	6		3	3		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	1%	0%	0%	1%	1%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					8						6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	251	0	202	454	0	0	308	217	0	534	48
Turn Type	pm+pt	NA		pm+pt	NA			NA	pm+ov	Perm	NA	Perm
Protected Phases	3	8		7	4			2	7		6	
Permitted Phases	8			4			2		2	6		6
Detector Phase	3	8		7	4		2	2	7	6	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		15.0	15.0	3.0	15.0	15.0	15.0
Minimum Split (s)	9.5	25.0		9.5	33.0		29.0	29.0	9.5	29.0	29.0	29.0
Total Split (s)	10.0	29.0		21.0	40.0		50.0	50.0	21.0	50.0	50.0	50.0
Total Split (%)	10.0%	29.0%		21.0%	40.0%		50.0%	50.0%	21.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	3.5		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	None		None	None		C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	32.8	24.0		42.9	32.4			47.6	63.0		47.6	47.6
Actuated g/C Ratio	0.33	0.24		0.43	0.32			0.48	0.63		0.48	0.48

Lanes, Volumes, Timings
2: Main Street & Maple Avenue

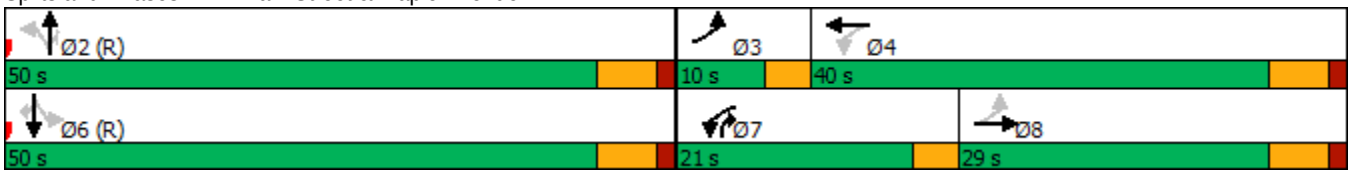
02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.58		0.46	0.92			0.36	0.23		0.78	0.07
Control Delay	17.6	39.1		21.1	57.3			19.3	7.8		30.1	13.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	17.6	39.1		21.1	57.3			19.3	7.8		30.1	13.2
LOS	B	D		C	E			B	A		C	B
Approach Delay		35.6			46.1			14.5			28.7	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	17	134		75	269			129	55		321	15
Queue Length 95th (ft)	34	204		112	#388			177	69		409	29
Internal Link Dist (ft)		337			585			566			853	
Turn Bay Length (ft)	60			150								65
Base Capacity (vph)	258	466		484	520			865	1023		686	718
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.19	0.54		0.42	0.87			0.36	0.21		0.78	0.07

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 31.6 Intersection LOS: C
Intersection Capacity Utilization 84.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Main Street & Maple Avenue



HCM 6th AWSC
3: Washington Street & Curtiss Street 02/17/2021

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	18	120	14	0	14	0	213	32	9	225	0
Future Vol, veh/h	64	18	120	14	0	14	0	213	32	9	225	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	0	2	0	0	0	0	0	0	0	1	0
Mvmt Flow	81	23	152	18	0	18	0	270	41	11	285	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	10.1	9.2	12	11.9
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	78%	0%	50%	4%
Vol Thru, %	87%	22%	0%	0%	96%
Vol Right, %	13%	0%	100%	50%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	82	120	28	234
LT Vol	0	64	0	14	9
Through Vol	213	18	0	0	225
RT Vol	32	0	120	14	0
Lane Flow Rate	310	104	152	35	296
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.436	0.188	0.228	0.057	0.424
Departure Headway (Hd)	5.059	6.535	5.394	5.839	5.157
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	713	550	665	612	699
Service Time	3.084	4.266	3.124	3.882	3.184
HCM Lane V/C Ratio	0.435	0.189	0.229	0.057	0.423
HCM Control Delay	12	10.8	9.7	9.2	11.9
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	2.2	0.7	0.9	0.2	2.1

HCM 6th AWSC
4: Washington Street & Maple Avenue 02/17/2021

Intersection	
Intersection Delay, s/veh	23
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	128	282	14	22	337	65	10	53	1	77	85	196
Future Vol, veh/h	128	282	14	22	337	65	10	53	1	77	85	196
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	0	0	9	0	0	0	0	0	0	0	1
Mvmt Flow	147	324	16	25	387	75	11	61	1	89	98	225
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	20.5	33.3	13.6	15.3
HCM LOS	C	D	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	16%	100%	0%	6%	0%	48%	0%
Vol Thru, %	83%	0%	95%	94%	0%	52%	0%
Vol Right, %	2%	0%	5%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	128	296	359	65	162	196
LT Vol	10	128	0	22	0	77	0
Through Vol	53	0	282	337	0	85	0
RT Vol	1	0	14	0	65	0	196
Lane Flow Rate	74	147	340	413	75	186	225
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.177	0.314	0.672	0.837	0.133	0.407	0.432
Departure Headway (Hd)	8.65	7.673	7.109	7.302	6.395	7.859	6.896
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	413	468	507	495	560	458	523
Service Time	6.727	5.429	4.863	5.055	4.148	5.609	4.646
HCM Lane V/C Ratio	0.179	0.314	0.671	0.834	0.134	0.406	0.43
HCM Control Delay	13.6	13.9	23.3	37.5	10.1	15.9	14.8
HCM Lane LOS	B	B	C	E	B	C	B
HCM 95th-tile Q	0.6	1.3	5	8.4	0.5	1.9	2.2

HCM 6th TWSC
5: Washington Street & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	245	358	1
Future Vol, veh/h	0	0	1	245	358	1
Conflicting Peds, #/hr	0	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	20
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	0	0	1	295	431	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	736	439	440	0	-	0
Stage 1	439	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	389	622	1131	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	383	618	1123	-	-	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1123	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.2	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
6: Maple Avenue & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	423	541	2	1	4
Future Vol, veh/h	0	423	541	2	1	4
Conflicting Peds, #/hr	15	0	0	15	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	25
Mvmt Flow	0	465	595	2	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	612	0	-	0	1076	611
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	465	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	977	-	-	-	245	454
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	964	-	-	-	239	448
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	964	-	-	-	381
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Control Delay (s)	0	-	-	-	14.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	54	81	0	0	0	0	397	29	51	237	0
Future Volume (vph)	4	54	81	0	0	0	0	397	29	51	237	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		55	0		0	0		50	35		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	40			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.96						0.97	0.99		
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1745	1742	1350	0	0	0	0	1859	1350	1646	1624	0
Flt Permitted	0.950									0.448		
Satd. Flow (perm)	1729	1742	1294	0	0	0	0	1859	1304	772	1624	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		426			746			933			274	
Travel Time (s)		9.7			17.0			21.2			6.2	
Confl. Peds. (#/hr)	4		10	10		4	5		6	6		5
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	0%	0%	0%	0%	0%	4%	0%	6%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			7						7		7	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	59	89	0	0	0	0	436	32	56	260	0
Turn Type	custom	NA	custom					NA	Perm	pm+pt	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0					15.0	15.0	3.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					24.0	24.0	9.5	24.0	
Total Split (s)	27.0	27.0	27.0					51.0	51.0	12.0	63.0	
Total Split (%)	30.0%	30.0%	30.0%					56.7%	56.7%	13.3%	70.0%	
Yellow Time (s)	4.5	4.5	4.5					4.5	4.5	3.5	4.5	
All-Red Time (s)	1.5	1.5	1.5					1.5	1.5	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0	6.0	3.5	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	12.3	12.3	12.3					61.6	61.6	71.0	69.7	
Actuated g/C Ratio	0.14	0.14	0.14					0.68	0.68	0.79	0.77	

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.02	0.25	0.48					0.34	0.04	0.08	0.21	
Control Delay	31.2	35.8	43.8					5.5	5.2	3.7	4.6	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	31.2	35.8	43.8					5.5	5.2	3.7	4.6	
LOS	C	D	D					A	A	A	A	
Approach Delay		40.3						5.5			4.5	
Approach LOS		D						A			A	
Queue Length 50th (ft)	2	30	48					55	3	6	39	
Queue Length 95th (ft)	11	63	89					92	m9	19	81	
Internal Link Dist (ft)		346			666			853			194	
Turn Bay Length (ft)	55		55						50	35		
Base Capacity (vph)	407	406	315					1273	893	691	1257	
Starvation Cap Reductn	0	0	0					0	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.01	0.15	0.28					0.34	0.04	0.08	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			

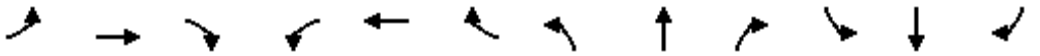
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Main Street & Curtiss Street



Lanes, Volumes, Timings
2: Main Street & Maple Avenue

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	299	10	115	220	42	17	348	221	40	237	41
Future Volume (vph)	36	299	10	115	220	42	17	348	221	40	237	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	150		0	0		0	0		65
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	60			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				1.00				0.97		1.00	
Frt		0.995			0.976				0.850			0.850
Flt Protected	0.950			0.950				0.998			0.993	
Satd. Flow (prot)	1678	1776	0	1694	1483	0	0	1759	1546	0	1547	1501
Flt Permitted	0.593			0.330				0.978			0.905	
Satd. Flow (perm)	1040	1776	0	588	1483	0	0	1724	1506	0	1409	1501
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		417			665			646			933	
Travel Time (s)		9.5			15.1			17.6			25.4	
Confl. Peds. (#/hr)	6					6			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	0%	3%	3%	6%	8%	4%	1%	0%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					8						6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	318	0	119	270	0	0	377	228	0	285	42
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	3	8		7	4			2	7		6	
Permitted Phases	8			4			2		2	6		6
Detector Phase	3	8		7	4		2	2	7	6	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		15.0	15.0	3.0	15.0	15.0	15.0
Minimum Split (s)	9.5	25.0		9.5	33.0		29.0	29.0	9.5	29.0	29.0	29.0
Total Split (s)	12.0	25.0		25.0	38.0		40.0	40.0	25.0	40.0	40.0	40.0
Total Split (%)	13.3%	27.8%		27.8%	42.2%		44.4%	44.4%	27.8%	44.4%	44.4%	44.4%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	3.5		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	None		None	None		C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	31.9	22.8		38.4	29.6			42.0	54.2		42.0	42.0
Actuated g/C Ratio	0.35	0.25		0.43	0.33			0.47	0.60		0.47	0.47

Lanes, Volumes, Timings
2: Main Street & Maple Avenue

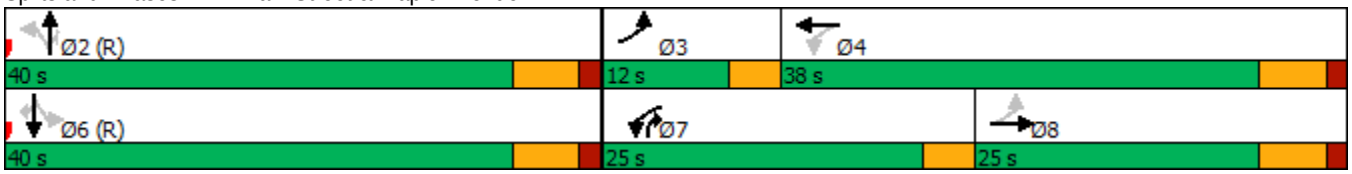
02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.71		0.32	0.56			0.47	0.25		0.43	0.06
Control Delay	13.6	39.1		16.7	29.7			20.5	8.6		16.3	12.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.6	39.1		16.7	29.7			20.5	8.6		16.3	12.6
LOS	B	D		B	C			C	A		B	B
Approach Delay		36.4			25.7			16.0			15.9	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	12	164		40	132			142	50		99	9
Queue Length 95th (ft)	25	235		62	193			259	100		145	33
Internal Link Dist (ft)		337			585			566			853	
Turn Bay Length (ft)	60			150								65
Base Capacity (vph)	450	460		515	533			805	1114		658	701
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.08	0.69		0.23	0.51			0.47	0.20		0.43	0.06

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 22.6 Intersection LOS: C
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Main Street & Maple Avenue



HCM 6th AWSC
3: Washington Street & Curtiss Street 02/17/2021

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	26	54	7	0	13	0	259	33	4	175	0
Future Vol, veh/h	54	26	54	7	0	13	0	259	33	4	175	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	9	7	6	0	0	0	0	1	0	33	0	0
Mvmt Flow	64	31	64	8	0	15	0	305	39	5	206	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9.7	8.6	11.3	10.9
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	68%	0%	35%	2%
Vol Thru, %	89%	32%	0%	0%	98%
Vol Right, %	11%	0%	100%	65%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	80	54	20	179
LT Vol	0	54	0	7	4
Through Vol	259	26	0	0	175
RT Vol	33	0	54	13	0
Lane Flow Rate	344	94	64	24	211
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.442	0.166	0.093	0.035	0.314
Departure Headway (Hd)	4.627	6.339	5.254	5.386	5.361
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	773	561	675	669	665
Service Time	2.686	4.129	3.044	3.386	3.432
HCM Lane V/C Ratio	0.445	0.168	0.095	0.036	0.317
HCM Control Delay	11.3	10.4	8.6	8.6	10.9
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	2.3	0.6	0.3	0.1	1.3

HCM 6th AWSC
4: Washington Street & Maple Avenue 02/17/2021

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	156	383	20	21	208	63	9	73	7	33	44	159
Future Vol, veh/h	156	383	20	21	208	63	9	73	7	33	44	159
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	2	0	0	4	0	0	3	0	0	0	3
Mvmt Flow	168	412	22	23	224	68	10	78	8	35	47	171
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	21.4	13.7	12.5	12
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	10%	100%	0%	9%	0%	43%	0%
Vol Thru, %	82%	0%	95%	91%	0%	57%	0%
Vol Right, %	8%	0%	5%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	156	403	229	63	77	159
LT Vol	9	156	0	21	0	33	0
Through Vol	73	0	383	208	0	44	0
RT Vol	7	0	20	0	63	0	159
Lane Flow Rate	96	168	433	246	68	83	171
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.201	0.312	0.742	0.453	0.112	0.17	0.306
Departure Headway (Hd)	7.569	6.691	6.165	6.628	5.936	7.376	6.443
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	478	533	585	539	598	484	554
Service Time	5.569	4.472	3.946	4.423	3.731	5.169	4.235
HCM Lane V/C Ratio	0.201	0.315	0.74	0.456	0.114	0.171	0.309
HCM Control Delay	12.5	12.5	24.8	14.9	9.5	11.7	12.1
HCM Lane LOS	B	B	C	B	A	B	B
HCM 95th-tile Q	0.7	1.3	6.4	2.3	0.4	0.6	1.3

HCM 6th TWSC
5: Washington Street & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	291	236	0
Future Vol, veh/h	1	0	1	291	236	0
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	20
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	1	0	1	327	265	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	598	269	269	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	468	775	1306	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	465	772	1301	-	-	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1301	-	465	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.8	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
6: Maple Avenue & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	559	376	0	0	1
Future Vol, veh/h	1	559	376	0	0	1
Conflicting Peds, #/hr	12	0	0	12	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	4	0	0	0
Mvmt Flow	1	595	400	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	1010	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	598	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1158	-	-	-	268	644
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1146	-	-	-	262	637
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	547	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

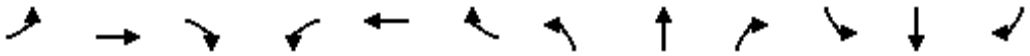
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1146	-	-	-	637
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	8.1	-	-	-	10.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	83	116	0	0	0	0	280	74	50	377	0
Future Volume (vph)	20	83	116	0	0	0	0	280	74	50	377	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		55	0		0	0		50	35		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	40			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.92		0.93						0.88	0.95		
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1745	1933	1324	0	0	0	0	1895	1324	1711	1656	0
Flt Permitted	0.950									0.505		
Satd. Flow (perm)	1597	1933	1226	0	0	0	0	1895	1160	866	1656	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		426			746			933			274	
Travel Time (s)		9.7			17.0			21.2			6.2	
Confl. Peds. (#/hr)	34		22	22		34	33		38	38		33
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	2%	2%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			7						7		7	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	100	140	0	0	0	0	337	89	60	454	0
Turn Type	custom	NA	custom					NA	Perm	pm+pt	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0					15.0	15.0	3.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					24.0	24.0	9.5	24.0	
Total Split (s)	36.0	36.0	36.0					52.0	52.0	12.0	64.0	
Total Split (%)	36.0%	36.0%	36.0%					52.0%	52.0%	12.0%	64.0%	
Yellow Time (s)	4.5	4.5	4.5					4.5	4.5	3.5	4.5	
All-Red Time (s)	1.5	1.5	1.5					1.5	1.5	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0	6.0	3.5	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	16.9	16.9	16.9					62.8	62.8	73.6	71.1	
Actuated g/C Ratio	0.17	0.17	0.17					0.63	0.63	0.74	0.71	

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.08	0.31	0.62					0.28	0.12	0.09	0.39	
Control Delay	32.6	37.1	50.0					6.7	6.6	5.0	7.8	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	32.6	37.1	50.0					6.7	6.6	5.0	7.8	
LOS	C	D	D					A	A	A	A	
Approach Delay		43.5						6.6			7.4	
Approach LOS		D						A			A	
Queue Length 50th (ft)	13	57	84					52	13	9	99	
Queue Length 95th (ft)	30	87	123					m82	m26	23	174	
Internal Link Dist (ft)		346			666			853			194	
Turn Bay Length (ft)	55		55						50	35		
Base Capacity (vph)	523	579	397					1189	728	708	1176	
Starvation Cap Reductn	0	0	0					0	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.05	0.17	0.35					0.28	0.12	0.08	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

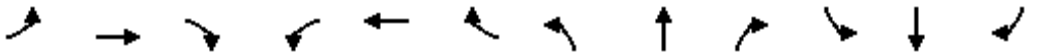
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Main Street & Curtiss Street



Lanes, Volumes, Timings
2: Main Street & Maple Avenue

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	194	18	172	335	50	0	262	184	54	398	41
Future Volume (vph)	42	194	18	172	335	50	0	262	184	54	398	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	150		0	0		0	0		65
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	60			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00				0.97		1.00	0.97
Frt		0.987			0.981				0.850			0.850
Flt Protected	0.950			0.950							0.994	
Satd. Flow (prot)	1694	1809	0	1728	1530	0	0	1818	1546	0	1561	1561
Flt Permitted	0.310			0.391							0.917	
Satd. Flow (perm)	549	1809	0	709	1530	0	0	1818	1504	0	1439	1510
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		417			665			646			933	
Travel Time (s)		9.5			15.1			17.6			25.4	
Confl. Peds. (#/hr)	7		2	2		7	6		3	3		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	1%	0%	0%	1%	1%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					8						6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	256	0	207	464	0	0	316	222	0	545	49
Turn Type	pm+pt	NA		pm+pt	NA			NA	pm+ov	Perm	NA	Perm
Protected Phases	3	8		7	4			2	7		6	
Permitted Phases	8			4			2		2	6		6
Detector Phase	3	8		7	4		2	2	7	6	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		15.0	15.0	3.0	15.0	15.0	15.0
Minimum Split (s)	9.5	25.0		9.5	33.0		29.0	29.0	9.5	29.0	29.0	29.0
Total Split (s)	10.0	29.0		21.0	40.0		50.0	50.0	21.0	50.0	50.0	50.0
Total Split (%)	10.0%	29.0%		21.0%	40.0%		50.0%	50.0%	21.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	3.5		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	None		None	None		C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	33.1	24.3		43.3	32.9			47.2	62.7		47.2	47.2
Actuated g/C Ratio	0.33	0.24		0.43	0.33			0.47	0.63		0.47	0.47

Lanes, Volumes, Timings
2: Main Street & Maple Avenue

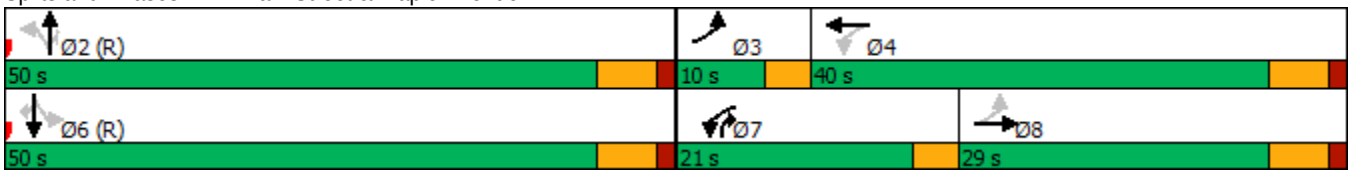
02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.20	0.58		0.47	0.92			0.37	0.23		0.80	0.07
Control Delay	17.7	39.2		21.1	58.3			19.7	7.9		31.8	13.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	17.7	39.2		21.1	58.3			19.7	7.9		31.8	13.2
LOS	B	D		C	E			B	A		C	B
Approach Delay		35.6			46.9			14.8			30.3	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	17	137		78	278			133	56		330	15
Queue Length 95th (ft)	35	209		115	#403			183	70		#442	30
Internal Link Dist (ft)		337			585			566			853	
Turn Bay Length (ft)	60			150								65
Base Capacity (vph)	257	467		485	520			857	1017		678	712
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.20	0.55		0.43	0.89			0.37	0.22		0.80	0.07

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 32.4 Intersection LOS: C
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Main Street & Maple Avenue



HCM 6th AWSC
3: Washington Street & Curtiss Street 02/17/2021

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	18	124	14	0	14	0	218	33	9	229	0
Future Vol, veh/h	65	18	124	14	0	14	0	218	33	9	229	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	0	2	0	0	0	0	0	0	0	1	0
Mvmt Flow	82	23	157	18	0	18	0	276	42	11	290	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	10.3	9.3	12.2	12.2
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	78%	0%	50%	4%
Vol Thru, %	87%	22%	0%	0%	96%
Vol Right, %	13%	0%	100%	50%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	83	124	28	238
LT Vol	0	65	0	14	9
Through Vol	218	18	0	0	229
RT Vol	33	0	124	14	0
Lane Flow Rate	318	105	157	35	301
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.449	0.192	0.237	0.058	0.434
Departure Headway (Hd)	5.089	6.576	5.433	5.898	5.191
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	709	546	661	606	693
Service Time	3.118	4.308	3.165	3.943	3.222
HCM Lane V/C Ratio	0.449	0.192	0.238	0.058	0.434
HCM Control Delay	12.2	10.9	9.9	9.3	12.2
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	2.3	0.7	0.9	0.2	2.2

HCM 6th AWSC
4: Washington Street & Maple Avenue 02/17/2021

Intersection	
Intersection Delay, s/veh	24.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	131	288	14	22	345	67	10	54	1	79	87	200
Future Vol, veh/h	131	288	14	22	345	67	10	54	1	79	87	200
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	0	0	9	0	0	0	0	0	0	0	1
Mvmt Flow	151	331	16	25	397	77	11	62	1	91	100	230
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	21.5	36.7	13.8	15.7
HCM LOS	C	E	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	15%	100%	0%	6%	0%	48%	0%
Vol Thru, %	83%	0%	95%	94%	0%	52%	0%
Vol Right, %	2%	0%	5%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	131	302	367	67	166	200
LT Vol	10	131	0	22	0	79	0
Through Vol	54	0	288	345	0	87	0
RT Vol	1	0	14	0	67	0	200
Lane Flow Rate	75	151	347	422	77	191	230
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.182	0.324	0.693	0.865	0.138	0.421	0.445
Departure Headway (Hd)	8.775	7.757	7.192	7.379	6.473	7.936	6.973
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	408	462	503	489	553	454	515
Service Time	6.857	5.514	4.949	5.132	4.226	5.69	4.726
HCM Lane V/C Ratio	0.184	0.327	0.69	0.863	0.139	0.421	0.447
HCM Control Delay	13.8	14.2	24.7	41.5	10.3	16.4	15.2
HCM Lane LOS	B	B	C	E	B	C	C
HCM 95th-tile Q	0.7	1.4	5.3	9.1	0.5	2.1	2.3

HCM 6th TWSC
5: Washington Street & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	251	366	1
Future Vol, veh/h	0	0	1	251	366	1
Conflicting Peds, #/hr	0	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	20
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	0	0	1	302	441	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	753	449	450	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	380	614	1121	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	374	610	1113	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1113	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.2	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
6: Maple Avenue & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	432	553	2	1	4
Future Vol, veh/h	0	432	553	2	1	4
Conflicting Peds, #/hr	15	0	0	15	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	25
Mvmt Flow	0	475	608	2	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	625	0	-	0	1099	624
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	966	-	-	-	237	446
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	231	440
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

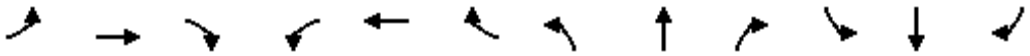
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	953	-	-	-	373
HCM Lane V/C Ratio	-	-	-	-	0.015
HCM Control Delay (s)	0	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	54	81	0	0	0	0	406	29	52	239	0
Future Volume (vph)	4	54	81	0	0	0	0	406	29	52	239	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		55	0		0	0		50	35		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	40			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.96						0.97	0.99		
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1745	1696	1350	0	0	0	0	1841	1350	1631	1608	0
Flt Permitted	0.950									0.441		
Satd. Flow (perm)	1733	1696	1294	0	0	0	0	1841	1304	753	1608	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		426			746			933			274	
Travel Time (s)		9.7			17.0			21.2			6.2	
Confl. Peds. (#/hr)	3		10	10		3	5		6	6		5
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	14%	0%	0%	0%	0%	0%	5%	0%	7%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			7						7		7	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	59	89	0	0	0	0	446	32	57	263	0
Turn Type	custom	NA	custom					NA	Perm	pm+pt	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0					15.0	15.0	3.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					24.0	24.0	9.5	24.0	
Total Split (s)	27.0	27.0	27.0					51.0	51.0	12.0	63.0	
Total Split (%)	30.0%	30.0%	30.0%					56.7%	56.7%	13.3%	70.0%	
Yellow Time (s)	4.5	4.5	4.5					4.5	4.5	3.5	4.5	
All-Red Time (s)	1.5	1.5	1.5					1.5	1.5	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0	6.0	3.5	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	12.3	12.3	12.3					61.6	61.6	71.0	69.7	
Actuated g/C Ratio	0.14	0.14	0.14					0.68	0.68	0.79	0.77	

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.02	0.25	0.48					0.35	0.04	0.09	0.21	
Control Delay	31.2	36.0	43.8					5.5	5.1	3.7	4.7	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	31.2	36.0	43.8					5.5	5.1	3.7	4.7	
LOS	C	D	D					A	A	A	A	
Approach Delay		40.4						5.5			4.5	
Approach LOS		D						A			A	
Queue Length 50th (ft)	2	31	48					57	3	6	40	
Queue Length 95th (ft)	11	63	89					96	m9	19	82	
Internal Link Dist (ft)		346			666			853			194	
Turn Bay Length (ft)	55		55						50	35		
Base Capacity (vph)	407	395	315					1260	893	676	1244	
Starvation Cap Reductn	0	0	0					0	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.01	0.15	0.28					0.35	0.04	0.08	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

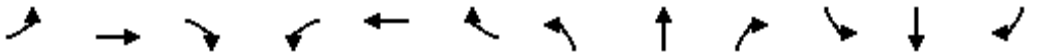
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Main Street & Curtiss Street



Lanes, Volumes, Timings
2: Main Street & Maple Avenue

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	300	10	122	224	51	17	348	224	42	237	41
Future Volume (vph)	36	300	10	122	224	51	17	348	224	42	237	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	150		0	0		0	0		65
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	60			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				0.99				0.97		1.00	
Frt		0.995			0.972				0.850			0.850
Flt Protected	0.950			0.950				0.998			0.993	
Satd. Flow (prot)	1678	1776	0	1694	1474	0	0	1759	1546	0	1547	1501
Flt Permitted	0.586			0.329				0.978			0.900	
Satd. Flow (perm)	1028	1776	0	587	1474	0	0	1724	1506	0	1402	1501
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		417			665			646			933	
Travel Time (s)		9.5			15.1			17.6			25.4	
Confl. Peds. (#/hr)	6					6			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	0%	3%	3%	6%	8%	4%	1%	0%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					8						6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	319	0	126	284	0	0	377	231	0	287	42
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	3	8		7	4			2	7		6	
Permitted Phases	8			4			2		2	6		6
Detector Phase	3	8		7	4		2	2	7	6	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		15.0	15.0	3.0	15.0	15.0	15.0
Minimum Split (s)	9.5	25.0		9.5	33.0		29.0	29.0	9.5	29.0	29.0	29.0
Total Split (s)	12.0	25.0		25.0	38.0		40.0	40.0	25.0	40.0	40.0	40.0
Total Split (%)	13.3%	27.8%		27.8%	42.2%		44.4%	44.4%	27.8%	44.4%	44.4%	44.4%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	3.5		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	None		None	None		C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	32.0	22.9		38.7	29.8			41.8	54.1		41.8	41.8
Actuated g/C Ratio	0.36	0.25		0.43	0.33			0.46	0.60		0.46	0.46

Lanes, Volumes, Timings
2: Main Street & Maple Avenue

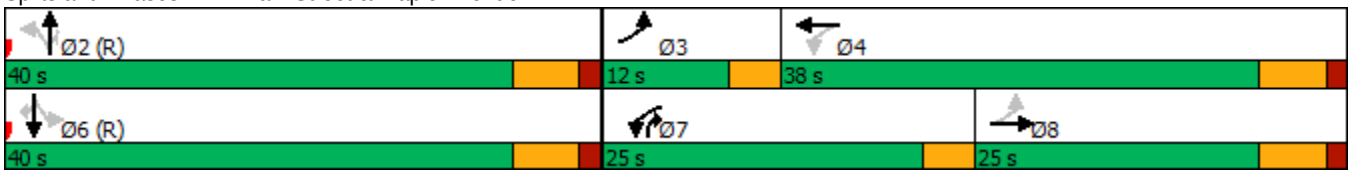
02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.71		0.34	0.58			0.47	0.25		0.44	0.06
Control Delay	13.5	39.1		16.9	30.4			20.7	8.7		16.6	12.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.5	39.1		16.9	30.4			20.7	8.7		16.6	12.6
LOS	B	D		B	C			C	A		B	B
Approach Delay		36.4			26.2			16.1			16.1	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	12	164		42	140			143	51		99	10
Queue Length 95th (ft)	25	236		66	205			259	101		145	33
Internal Link Dist (ft)		337			585			566			853	
Turn Bay Length (ft)	60			150								65
Base Capacity (vph)	448	460		516	531			800	1110		651	697
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.08	0.69		0.24	0.53			0.47	0.21		0.44	0.06

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 75.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Main Street & Maple Avenue



HCM 6th AWSC
3: Washington Street & Curtiss Street 02/17/2021

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	26	55	7	0	13	0	264	33	4	177	0
Future Vol, veh/h	54	26	55	7	0	13	0	264	33	4	177	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	9	7	6	0	0	0	0	1	0	33	0	0
Mvmt Flow	64	31	65	8	0	15	0	311	39	5	208	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9.7	8.6	11.5	11
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	68%	0%	35%	2%
Vol Thru, %	89%	32%	0%	0%	98%
Vol Right, %	11%	0%	100%	65%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	297	80	55	20	181
LT Vol	0	54	0	7	4
Through Vol	264	26	0	0	177
RT Vol	33	0	55	13	0
Lane Flow Rate	349	94	65	24	213
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.45	0.166	0.095	0.035	0.318
Departure Headway (Hd)	4.638	6.36	5.275	5.411	5.374
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	772	559	672	666	664
Service Time	2.695	4.151	3.065	3.411	3.443
HCM Lane V/C Ratio	0.452	0.168	0.097	0.036	0.321
HCM Control Delay	11.5	10.4	8.6	8.6	11
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	2.3	0.6	0.3	0.1	1.4

HCM 6th AWSC
4: Washington Street & Maple Avenue 02/17/2021

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	156	388	21	21	210	64	9	74	7	37	44	159
Future Vol, veh/h	156	388	21	21	210	64	9	74	7	37	44	159
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	2	0	0	4	0	0	3	0	0	0	3
Mvmt Flow	168	417	23	23	226	69	10	80	8	40	47	171
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	22.2	13.9	12.6	12.1
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	10%	100%	0%	9%	0%	46%	0%
Vol Thru, %	82%	0%	95%	91%	0%	54%	0%
Vol Right, %	8%	0%	5%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	156	409	231	64	81	159
LT Vol	9	156	0	21	0	37	0
Through Vol	74	0	388	210	0	44	0
RT Vol	7	0	21	0	64	0	159
Lane Flow Rate	97	168	440	248	69	87	171
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.205	0.313	0.757	0.46	0.114	0.182	0.307
Departure Headway (Hd)	7.619	6.725	6.197	6.668	5.976	7.522	6.474
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	474	532	581	537	593	480	551
Service Time	5.622	4.511	3.983	4.468	3.776	5.222	4.273
HCM Lane V/C Ratio	0.205	0.316	0.757	0.462	0.116	0.181	0.31
HCM Control Delay	12.6	12.6	25.9	15.1	9.6	11.9	12.2
HCM Lane LOS	B	B	D	C	A	B	B
HCM 95th-tile Q	0.8	1.3	6.7	2.4	0.4	0.7	1.3

HCM 6th TWSC
5: Washington Street & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	3	291	236	3
Future Vol, veh/h	6	4	3	291	236	3
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	20
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	7	4	3	327	265	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	602	269	272	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	466	775	1303	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	772	1298	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1298	-	550	-	-
HCM Lane V/C Ratio	0.003	-	0.02	-	-
HCM Control Delay (s)	7.8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
6: Maple Avenue & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	559	376	2	6	21
Future Vol, veh/h	7	559	376	2	6	21
Conflicting Peds, #/hr	12	0	0	12	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	4	0	0	0
Mvmt Flow	7	595	400	2	6	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	414	0	-	0	1023	413
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	610	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1156	-	-	-	263	643
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1144	-	-	-	256	636
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	541	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

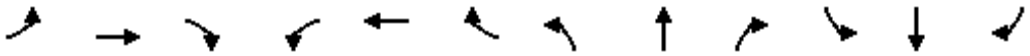
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1144	-	-	-	478
HCM Lane V/C Ratio	0.007	-	-	-	0.06
HCM Control Delay (s)	8.2	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	83	116	0	0	0	0	286	74	53	383	0
Future Volume (vph)	20	83	116	0	0	0	0	286	74	53	383	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	55		55	0		0	0		50	35		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	40			25			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.91		0.92						0.87	0.95		
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1745	1933	1286	0	0	0	0	1895	1324	1711	1656	0
Flt Permitted	0.950									0.498		
Satd. Flow (perm)	1583	1933	1185	0	0	0	0	1895	1146	850	1656	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		426			746			933			274	
Travel Time (s)		9.7			17.0			21.2			6.2	
Confl. Peds. (#/hr)	37		24	24		37	36		42	42		36
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	2%	2%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			7						7		7	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	100	140	0	0	0	0	345	89	64	461	0
Turn Type	custom	NA	custom					NA	Perm	pm+pt	NA	
Protected Phases	4	4	4					2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0					15.0	15.0	3.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					24.0	24.0	9.5	24.0	
Total Split (s)	36.0	36.0	36.0					52.0	52.0	12.0	64.0	
Total Split (%)	36.0%	36.0%	36.0%					52.0%	52.0%	12.0%	64.0%	
Yellow Time (s)	4.5	4.5	4.5					4.5	4.5	3.5	4.5	
All-Red Time (s)	1.5	1.5	1.5					1.5	1.5	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0					6.0	6.0	3.5	6.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	17.2	17.2	17.2					62.4	62.4	73.3	70.8	
Actuated g/C Ratio	0.17	0.17	0.17					0.62	0.62	0.73	0.71	

Lanes, Volumes, Timings
1: Main Street & Curtiss Street

02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.08	0.30	0.63					0.29	0.12	0.09	0.39	
Control Delay	32.4	36.7	50.4					6.7	6.6	5.2	8.0	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	32.4	36.7	50.4					6.7	6.6	5.2	8.0	
LOS	C	D	D					A	A	A	A	
Approach Delay		43.6						6.7			7.6	
Approach LOS		D						A			A	
Queue Length 50th (ft)	13	56	84					53	13	10	103	
Queue Length 95th (ft)	30	87	123					m87	m26	25	181	
Internal Link Dist (ft)		346			666			853			194	
Turn Bay Length (ft)	55		55						50	35		
Base Capacity (vph)	523	579	385					1182	714	695	1171	
Starvation Cap Reductn	0	0	0					0	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.05	0.17	0.36					0.29	0.12	0.09	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

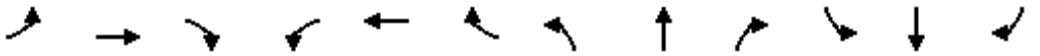
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Main Street & Curtiss Street



Lanes, Volumes, Timings
2: Main Street & Maple Avenue

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	198	18	176	337	56	0	262	191	60	398	41
Future Volume (vph)	42	198	18	176	337	56	0	262	191	60	398	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	60		0	150		0	0		0	0		65
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	60			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00				0.97		1.00	0.97
Frt		0.987			0.979				0.850			0.850
Flt Protected	0.950			0.950							0.994	
Satd. Flow (prot)	1694	1809	0	1728	1526	0	0	1818	1546	0	1561	1561
Flt Permitted	0.299			0.385							0.908	
Satd. Flow (perm)	530	1809	0	698	1526	0	0	1818	1504	0	1425	1510
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		417			665			646			933	
Travel Time (s)		9.5			15.1			17.6			25.4	
Confl. Peds. (#/hr)	7		2	2		7	6		3	3		6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	1%	0%	0%	1%	1%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					8						6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	261	0	212	473	0	0	316	230	0	552	49
Turn Type	pm+pt	NA		pm+pt	NA			NA	pm+ov	Perm	NA	Perm
Protected Phases	3	8		7	4			2	7		6	
Permitted Phases	8			4			2		2	6		6
Detector Phase	3	8		7	4		2	2	7	6	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		15.0	15.0	3.0	15.0	15.0	15.0
Minimum Split (s)	9.5	25.0		9.5	33.0		29.0	29.0	9.5	29.0	29.0	29.0
Total Split (s)	10.0	29.0		21.0	40.0		50.0	50.0	21.0	50.0	50.0	50.0
Total Split (%)	10.0%	29.0%		21.0%	40.0%		50.0%	50.0%	21.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	3.5		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	None		None	None		C-Max	C-Max	None	C-Max	C-Max	C-Max
Act Effct Green (s)	33.2	24.4		43.6	33.1			46.9	62.6		46.9	46.9
Actuated g/C Ratio	0.33	0.24		0.44	0.33			0.47	0.63		0.47	0.47

Lanes, Volumes, Timings
2: Main Street & Maple Avenue

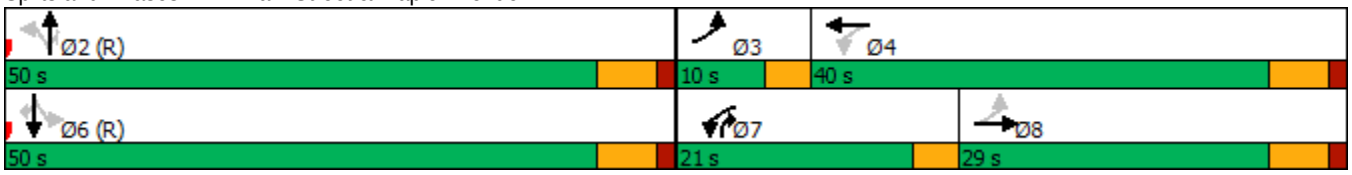
02/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.21	0.59		0.48	0.94			0.37	0.24		0.83	0.07
Control Delay	17.8	39.5		21.3	60.9			19.7	7.9		33.4	13.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	17.8	39.5		21.3	60.9			19.7	7.9		33.4	13.2
LOS	B	D		C	E			B	A		C	B
Approach Delay		35.9			48.6			14.8			31.7	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	17	141		80	286			133	58		337	15
Queue Length 95th (ft)	35	213		118	#416			183	73		#456	29
Internal Link Dist (ft)		337			585			566			853	
Turn Bay Length (ft)	60			150								65
Base Capacity (vph)	252	465		484	518			853	1013		669	708
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.20	0.56		0.44	0.91			0.37	0.23		0.83	0.07

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 33.4 Intersection LOS: C
Intersection Capacity Utilization 85.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Main Street & Maple Avenue



HCM 6th AWSC
3: Washington Street & Curtiss Street 02/17/2021

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	18	127	14	0	14	0	221	33	9	234	0
Future Vol, veh/h	65	18	127	14	0	14	0	221	33	9	234	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	0	2	0	0	0	0	0	0	0	1	0
Mvmt Flow	82	23	161	18	0	18	0	280	42	11	296	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	10.4	9.4	12.4	12.4
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	78%	0%	50%	4%
Vol Thru, %	87%	22%	0%	0%	96%
Vol Right, %	13%	0%	100%	50%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	254	83	127	28	243
LT Vol	0	65	0	14	9
Through Vol	221	18	0	0	234
RT Vol	33	0	127	14	0
Lane Flow Rate	322	105	161	35	308
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.457	0.193	0.244	0.058	0.446
Departure Headway (Hd)	5.116	6.607	5.463	5.941	5.214
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	704	543	658	601	692
Service Time	3.146	4.342	3.199	3.992	3.244
HCM Lane V/C Ratio	0.457	0.193	0.245	0.058	0.445
HCM Control Delay	12.4	10.9	10	9.4	12.4
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	2.4	0.7	1	0.2	2.3

HCM 6th AWSC
4: Washington Street & Maple Avenue 02/17/2021

Intersection	
Intersection Delay, s/veh	25.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	131	291	15	22	351	70	10	56	1	82	87	200
Future Vol, veh/h	131	291	15	22	351	70	10	56	1	82	87	200
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	0	0	9	0	0	0	0	0	0	0	1
Mvmt Flow	151	334	17	25	403	80	11	64	1	94	100	230
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	22.5	39.3	14	16
HCM LOS	C	E	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	15%	100%	0%	6%	0%	49%	0%
Vol Thru, %	84%	0%	95%	94%	0%	51%	0%
Vol Right, %	1%	0%	5%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	131	306	373	70	169	200
LT Vol	10	131	0	22	0	82	0
Through Vol	56	0	291	351	0	87	0
RT Vol	1	0	15	0	70	0	200
Lane Flow Rate	77	151	352	429	80	194	230
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.189	0.327	0.709	0.885	0.146	0.432	0.449
Departure Headway (Hd)	8.857	7.82	7.253	7.431	6.524	8.002	7.033
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	404	459	496	489	549	449	510
Service Time	6.943	5.578	5.011	5.186	4.279	5.759	4.789
HCM Lane V/C Ratio	0.191	0.329	0.71	0.877	0.146	0.432	0.451
HCM Control Delay	14	14.4	25.9	44.7	10.4	16.7	15.4
HCM Lane LOS	B	B	D	E	B	C	C
HCM 95th-tile Q	0.7	1.4	5.6	9.6	0.5	2.1	2.3

HCM 6th TWSC
5: Washington Street & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	6	251	366	9
Future Vol, veh/h	3	3	6	251	366	9
Conflicting Peds, #/hr	0	0	8	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	20
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	4	4	7	302	441	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	765	449	460	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	374	614	1112	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	610	1104	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1104	-	458	-	-
HCM Lane V/C Ratio	0.007	-	0.016	-	-
HCM Control Delay (s)	8.3	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
6: Maple Avenue & Access Drive 02/16/2021

Intersection	
Int Delay, s/veh	0.5

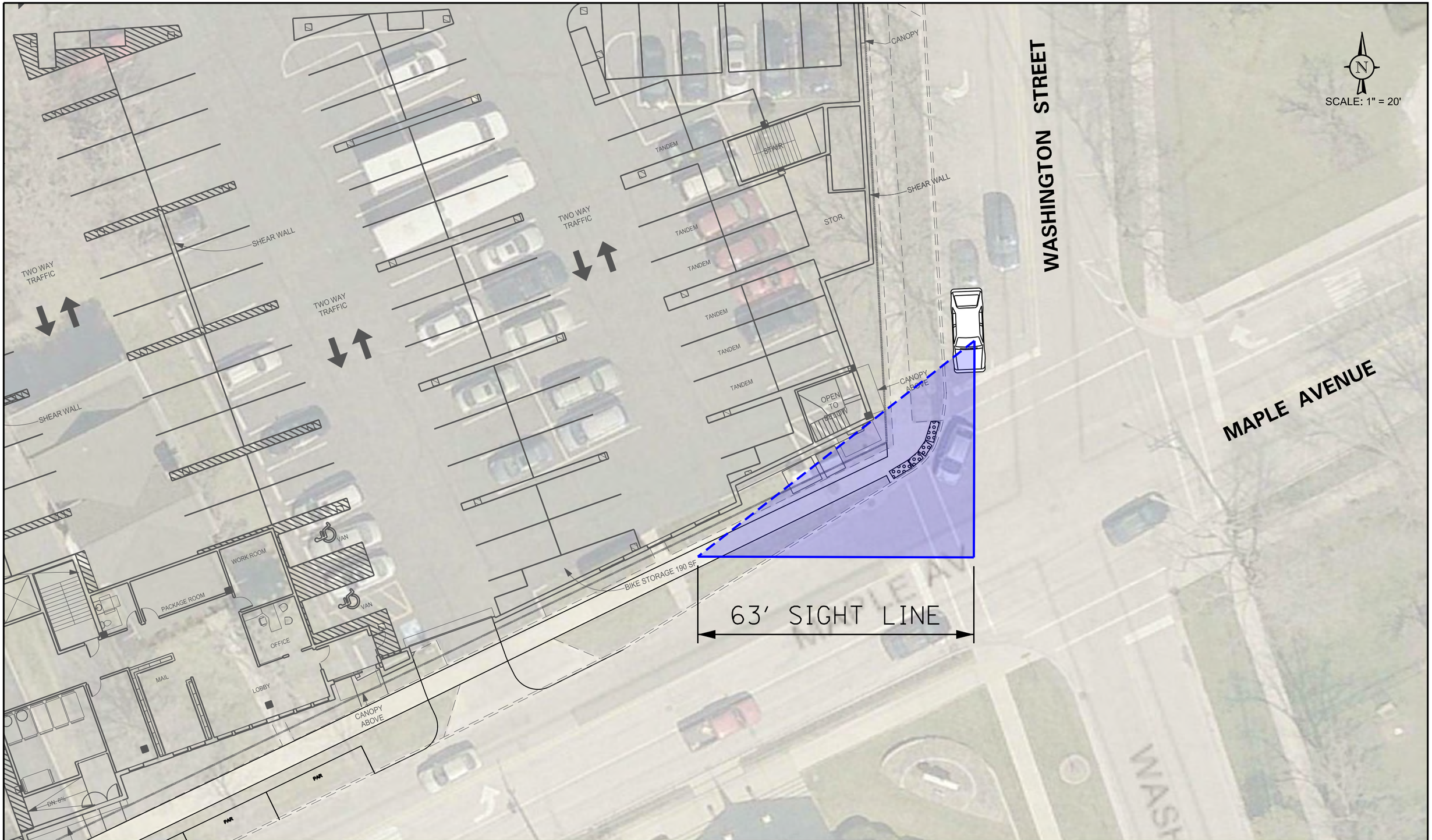
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	432	553	8	5	16
Future Vol, veh/h	17	432	553	8	5	16
Conflicting Peds, #/hr	15	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	25
Mvmt Flow	19	475	608	9	5	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	632	0	-	0	1141	628
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	960	-	-	-	224	444
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	947	-	-	-	214	438
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	947	-	-	-	351
HCM Lane V/C Ratio	0.02	-	-	-	0.066
HCM Control Delay (s)	8.9	-	-	-	16
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Sight Distance Study Exhibit



PROPOSED APARTMENT DEVELOPMENT
DOWNERS GROVE, ILLINOIS

SIGHT LINE EVALUATION
MAPLE AVENUE AND WASHINGTON STREET

DRAWN: MD CHECKED: LA
DATE: 03-17-21 REV:
PROJECT # 21-022
EXHIBIT: A

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Parking Ratios of Similar Developments

Table A
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
River 595	Des Plaines	60	104	1.73
Walker & Parker	Clarendon Hills	42	42	1.00
Forest & Gilbert	Downers Grove	89	102	1.15
Burlington Station	Downers Grove	89	106	1.19
Maple & Main	Downers Grove	115	161	1.40
Adriatic Grove	Downers Grove	48	64	1.33
Residences at the Grove	Downers Grove	294	345	1.17
100 North Addison	Elmhurst	165	199	1.21
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Central Station	Evanston	80	80	1.00
E2	Evanston	356	371	1.04
The Reserve at Evanston	Evanston	195	219	1.12
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Wheaton 121	Wheaton	306	400	1.31
	Average	**175**	**213**	**1.23**

Neighborhood Summary Report

The Opus Group mailed via United States Postal Service an invitation on Tuesday, April 6, 2021 to all neighbors within 250' of the subject property. A copy of this letter has been submitted to the Village and is attached below. The list of neighbors that this letter was mailed to has also been submitted to the Village. The letter notified our neighbors of our in-person town hall meeting that we would be hosting at The First Baptist Church of Downers Grove at 929 Maple Avenue on Wednesday, April 14, 2021 at 7:00 pm. The neighbors were asked to RSVP to attend in person so that CDC, State of Illinois and First Baptist Church COVID safety protocols and capacity limitations could be observed. Thirty residents, including six associated with the land sellers, attended the meeting and are listed in the minutes of the meeting below.

The meeting began with a welcome and introduction by Pastor Don Zimmerman of the First Baptist Church of Downers Grove followed by a PowerPoint presentation given by The Opus Group. Paul Robertson, Director – Real Estate Development, provided background on The Opus Group and the company's 40-year history of development in Downers Grove. Dean Newins, Senior Vice President – Architecture, then presented the site plan, vehicle and pedestrian access, stormwater control, floor plans and architecture. After the presentation was complete, the neighbors were given an opportunity to comment on the information. In addition to Opus team members, the traffic engineer, KLOA, and the civil engineer, SpaceCo, were available to address comments. A summary of the comments is included below.

As a follow up to the town hall meeting, Paul Robertson and Peter Mesha, President of the Marquis condominium board, participated in a video conference on Friday, April 30, 2021, where Mr. Robertson shared the changes that were made to the plans in response to neighbors' comments. These changes are detailed below. After the meeting, Mr. Robertson provided electronic versions of the plans highlighting the changes so Mr. Mesha could share them with the other members of the condominium board. On Tuesday, May 4, 2021, Mr. Robertson participated in a video conference with the condominium board to address any further questions and comments relating to the revised plans.

TOWN HALL MEETING ATTENDEES:

Kelly Murphy (2)
Linda Curran (2)
Tina Michaels
Stacy Brown (2)
William Muth
Pam Borchardt
Thomas Byrnes
Donald Stapleton (2)
John McNabb
Angela Gerginis
John & Joyce Symowicz
Dorilda Rucci (2)
Pete Mesha (2)
Katherine Workman
Paula Smith
Kim White
Pastor Don Zimmerman*
Julie Zimmerman*
Dennis Gonier*
David Morrill*
Enrique Delapaz*
Klaus Schulz*

*affiliated with land sellers

QUESTION	RESPONSE
How will this project effect the property value of the Marquis condo units? Specifically the condo units facing east (west side of the subject property, 926 Maple).	There were considerations made in the design to pull the building back at certain locations on the west side. There will be 20' between units on the east side of the Marquis and west side of 926 Maple.
How will this project impact light exposure and views for the Marquis units facing east?	Comprehensive Plan was to step the building down on the east side to relate to the houses along Washington. The Village plan was to have a street wall along Maple. The design was intended to be respectful of all sides of the building while incorporating the design guidelines in the Comprehensive Plan.
Any Village Representatives at this meeting?	No
Is anyone from the Development Team local to the area?	Yes, a member of the construction team is local to the area.
How have similar multifamily projects Opus has done in the past (La Grange and Elmhurst) in residential areas impacted single family property values?	Currently do not have that data.
Does this project infringe on the setback on Maple Ave?	No
What is setback on west side?	Garage level is 4' from property line. Residential tower is set back 10' at Level 3. Approx. 20' between both buildings because The Marquis is set back 10’ at the property line.
Does west elevation step back?	The tower does not step back on the west elevation. Only the east as suggested in the Comprehensive Plan.
How will Marquis property taxes be impacted by this development?	Unknown
How long will construction take?	Roughly 16 months
How many parking spaces will be added?	1.4 spaces per unit for 234 residential parking spaces plus 71 church parking spaces. Church will have 100% control of their spaces.
What accommodations have been made for deliveries and trash pickup?	Deliveries and trash pickup will be completed at the front of the building. Two short-term loading spaces along with three additional parking spaces have been created in the Maple Ave ROW.

Comment: concern over creating similar condition as Maple & Main where garbage trucks don't pull into loading zone due to cars taking spaces and blocking traffic	Potential solution is limiting the time that parking is allowed in the loading spaces or making them 24-hour loading spaces.
How many parking stalls will be provided?	Village code requires 1.4 per unit plus an additional 71 stalls designated for ongoing church parking.
How will development impact traffic at intersection of Maple & Washington?	KLOA summarized traffic study. Per the Traffic Study that was conducted, there will be a minimal increase in delay or performance of the intersection. This study was done in consideration of traffic counts done in 2019 and 2021 and factored in CMAP growth projections until 2027. The developments proximity to the train will also help mitigate increase in traffic volume.
Can we set the garage door further back on Maple, to reduce queuing?	Opus will take that into consideration, may be an opportunity to adjust.
What is width of garage door?	24'
Doesn't the local ordinance prohibit garbage pickup on the street?	Opus is working with the Village to accommodate garbage pickup in loading areas in the ROW while minimizing impact to traffic. The Village of DG has reviewed the plans and conditionally approved.
Will the intersection of Maple and Washington require a traffic light?	KLOA addressed this question. No, it will remain a 4 way stop per the Traffic Study because it does not meet the warrants required for signalizing.
What is the typical occupancy of previous multifamily projects Opus has done?	Typically 95%
Will section 8 housing be a consideration?	Typical market rents for these units target high-income earners.
What is the rent range?	Smallest unit is typically $1,800 per month and the 3BR will be under $4,000.
Is there a possibility these units will become Condo's in the future?	Condos are not being considered at this time.

Will you sell the building after you have completed completion?	Not immediately, typically own the building for one year after it is stabilized which is approximately 2 years total after construction completion. After that time, Opus ownership is typically bought by its equity partners and they hold the asset or it is purchased by a well-capitalized owner.
Has Village approved the garbage pickup plan?	The Village agreed trash solution is acceptable.
Has Village approved the project?	Not yet, Plan Commission Meeting for consideration is scheduled for May 17th.
Who will own the church parking portion of the garage?	Opus will own the church parking area and the church will control their area via a perpetual easement.
How much is the church getting to sell their property?	Opus is not able to disclose that information.
How much will your property taxes be?	Approximately $600,000 per year.
Will pets be allowed? And where will they be walked?	Yes, animals will be allowed. Opus is still studying how that will be addressed.
Is there still a possibility for a re-design to change building shape and move amenity courtyard?	Many options were explored and this is the most effective layout while meeting Village requirements.
Does the project meet the village height restrictions?	Yes
What is the timeline for construction?	Construction would begin this fall, and anticipated to be completed in the 1st quarter of 2023.
How long does the average renter stay in a unit?	That data is not readily available, best guess is approximately 2 years.
Is there consideration for retail space along Maple?	Commercial space was analyzed for the building but the location is not conducive to retail and the Comprehensive Plan directs commercial space to Main Street so there will be no retail space.
Where will church parking be located during construction?	The church has an agreement with the Park District to park at the Lincoln Center.
Will the balconies on the west side of the building be facing the east balconies of the Marquis?	Only where the Marquis is recessed, other locations that are in close proximity to the Marquis balconies (NW and SW corners) have been oriented to face south or north away from the Marquis.

Will this be a smoke free building? Concerned if it is smokers will move closer to Marquis.	While it was not stated at the meeting, this will be a smoke-free building.
How will the design impact view and sun exposure to the Marquis?	The building was staggered by design along the West elevation to provide depth and movement.
Was school zone traffic/crossing taken into consideration?	Yes, school crossing will be guided to the intersection at the corner of Maple and Washington. Location for pedestrians to exit/enter the parking garage for the church was strategic in an effort to direct path of travel to crosswalk and prevent the current mid-block crossing.
How will you solve the dog walking issue?	Still investigating options.
Would Opus consider reducing square footage on the NW corner of the residential tower to step building back further away from the Marquis?	Opus will investigate if that is possible.
Can we put the dog run on top of the podium?	Opus will investigate if that is possible.
What is space north of the building at Level 3?	Roof area non-accessible to residents.
What will be in the outdoor amenity space?	There will be a pool area along with other outdoor amenities including an outdoor kitchen, seating areas, etc.
Has the traffic study taken into account when they did their counts in 2021 that due to the pandemic traffic has not been at its normal volumes?	KLOA addressed this question. The traffic study analyzed pre-pandemic 2019 figures and current traffic counts and takes into account several factors, not just past counts but anticipated normal growth factors as provided by CMAP.
Will traffic on Maple be impacted by deliveries, garbage pickup, move-ins?	Move ins and move outs will be scheduled by building management to mitigate traffic disruption. Loading zones have been allocated at Maple in front of the building.
How will school parking traffic impact traffic?	The church garage door will remain open from dawn until dusk which will reduce queuing of traffic entering and leaving off Washington.
Any consideration for use of the alley on the south side of the municipal parking structure?	Not part of our development. Do not have access.

Is the western elevation higher than the Marquis?	No, the 1st floor on the SW side of the property will be below grade due to the higher topography on the west portion of the subject site.
Will Section 8 housing be allowed?	Downers Grove does not have any inclusionary provisions.

As a result of the neighborhood meeting of April 14, 2021 the following changes are being implemented:

- To address the concerns about the impact on views from The Marquis, twelve feet of wall length in the northwest corner of the building is being removed from all residential floors, reducing the length of the west wing of the subject building. The attached drawing shows the original design and highlights the area that is being removed from the building to reduce view impact. The removed square footage is being relocated to other areas of the building which do not impact views of The Marquis or other surrounding properties. To further enhance privacy, Juliet balconies (no external access) have replaced hung external balconies on the west side of the subject property where apartments are directly across from units in the north and south wings of the Marquis.
- In response to the recommendation that the Maple Avenue garage door be recessed to allow additional room for cars to maneuver out of Maple Avenue traffic, the garage door has been recessed further into the parking area. This additional area will encourage cars entering the parking garage to queue outside the garage door and not in Maple Avenue.
- To address the concerns about providing for pet relief on the property, a walking path on the north and west sides of the building has been added at the ground level. This will allow residents with pets a pathway to walk their pets on the property and not force them into the neighborhood. An area of pervious surface will be provided in the northwest corner of the property with direct access from the parking garage where bags and a waste receptacle will be provided for resident use. A hose bib will be installed for maintenance of the area.
- To address concerns about use of the loading area, Opus has engaged the Village in discussions regarding making the two loading positions in the right-of-way 24 hour loading only or limiting parking to 5 minutes to discourage extended parking in those spaces.

Meeting Summary
Downers Grove Downtown Management Corporation
Downers Grove Economic Development Corporation
April 21, 2021 9:00 - 10:10 am
5159 Mochel, Downers Grove, IL

Attendees:
Erin Venezia, Executive Director, Downers Grove Downtown Management Corporation
Michael Cassa, President and CEO, Downers Grove Economic Development Corporation
Paul Robertson, Director - Real Estate Development, Opus Development Company, L.L.C.

Presentation:
Mr. Robertson provided the same presentation that was given during the neighborhood town hall meeting on April 14, 2021. Opus' company background was given along with the company's 40-year history of development in Downers Grove. Then, the site plan, vehicle and pedestrian access, stormwater control, floor plans and building architecture were presented. Hard copies of the presentation were shared with Ms. Venezia and Mr. Cassa. This was followed by a question and answer session which is summarized below.

QUESTION	RESPONSE
Is the majority of the turnover expected in the 1 bedroom units?	Turnover at lease expiration is not concentrated in any particular unit type. Lease renewal rates typically exceed 50%.
What programs do you have to support the local businesses in the downtown? Would you be open to welcome bags for new residents from downtown merchants?	Our on-site management team will be actively involved in the downtown community and would work with DGDMC on welcome bags. In addition, during construction we encourage construction staff to eat and shop in the downtown. We also seek opportunities to purchase furnishings for the common areas and amenities from local downtown merchants.
How will construction parking be addressed?	Construction parking will be included in the construction logistics plan that will be reviewed and approved by the Village. All parking will be in compliance with Downers Grove rules and regulations. Site supervisors will be at the property to enforce the logistics plan.
Will there be road closures, particularly during the holiday season?	All lane closures will be part of the construction logistics plan and will be scheduled to minimize disruption to downtown shoppers to the extent possible. A construction schedule will be provided when government approvals and permits are issued.
What is the timetable for the project?	Provided we are granted zoning approval by Downers Grove and receive all necessary local, state and Federal permits and approval, land closing is scheduled for Q3 2021 with demolition starting in the fall.
Will you be transparent in communication?	The Opus Group will be leading the development, design, construction and operation of the property so there will be one entity responsible for the project.

May 3, 2021

Mr. Jason Zawila, AICP
Planning Manager
Community Development Department
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Dear Mr. Zwaila,

We have been reflecting on the meeting presented April 14th at the First Baptist Church by the Opus Group. This letter is intended to underscore the serious reservations we and many residents of Downers Grove share concerning the proposed Washington and Maple development project. At the same time we hope to offer one or two constructive ideas about what might be done in the alternative.

We are new residents - just over a year. However, we feel a very special interest in this village and its well being. We moved here last April from Martinez, California. (The western terminus of the Pony Express ride). We chose to make Downers Grove our retirement home.

Full disclosure, we live in the Marquis on Maple condominiums. The proposed OPUS development as planned will adversely impact our quality of life. Some have called our home a "tree house". No trees will remain, only a wall almost within reach.

Beyond our self-interest, our concern is the Village of Downers Grove may live with an inappropriate construction for fifty years if this project goes forward as now conceived.

What is not OK? For starters, it is too bulky and commonplace. On the Opus Companies website, one can view a completed Opus apartment building in an historic district of Kansas City. The exterior of this structure is uninviting: masonry walls rising from the edges of the sidewalks with bolted-on balconies. Our Village Comprehensive Plan envisions quality architectural detailing and pedestrian-oriented designs.

Secondly, the project fails to respect the unique historical nature of this district. Maple Avenue's appealing Victorian homes and nineteenth century church will abruptly confront a continuing wall of cement extending from Washington to Main Street. This seems a harsh transition which fails to offer an exciting gateway to downtown.

Thirdly, the impacts upon downtown may be severely adverse. The numbers of people and their cars will nearly double in the single block between Washington and Main. There is no onsite provision for moving

vans, contractor vehicles, delivery trucks. A cutout along the curb will surely prove inadequate. These necessary service vehicles will crowd into Maple Avenue obstructing emergency response and creating hazards for other motorists. The project's density may add profitability for the developer and subsequent investors, but for the village it will likely be an ongoing headache.

Fourth, the Downers Grove Comprehensive plan envisions downtown as a place where people come together - walkable, welcoming, a place to unwind. This project hardly fulfills that vision. There is nothing green, no provision for people. A sidewalk to lot line build out leaves no room for amenities that soften the abrupt rise of concrete. The Comprehensive Plan calls for setbacks on buildings to create plazas and other outdoor areas.

A last observation: A more creative development would screen the parking deck from both Washington Street and Maple Avenue - wrapping around the corner. It could be planned to provide an attractive entry to downtown. A terraced design descending from say four floors to one could offer attractive vistas to the South and East while protecting views from the Marquis building. Perhaps it could be a resident owned property with prestigious offices on the highest floors. Construction of the planned Opus project precludes future opportunities to do better.

Thank you for reading this letter and carefully considering our concerns. We wish you well with a tough process of review and decision making.

Sincerely,

Donald & Elisabeth Stapleton
[redacted]
Downers Grove, IL 60515

[redacted]

cc.
The Honorable Bob Barnett
Mayor
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

---------- Forwarded message ---------
From: **John McNabb** <[redacted]>
Date: Mon, Apr 19, 2021 at 1:05 PM
Subject: Proposed Opus Group Development (Maple & Washington)
To: spopovich@downers.us <spopovich@downers.us>, jzawila@downers.us <jzawila@downers.us>

Good afternoon Stan and Jason,

After attending the Opus Group 4/14 townhall, I (a six year village resident) am writing you with sincere concern regarding the implications of this proposed development. A variety of misgivings were voiced by dozens of residents, the most impactful I have outlined below. I ask that you give them earnest thought in consideration of additional project amendments and when casting your votes for development denial or approval:

1. **Ownership.** The Opus Group will not retain ownership of this property and **does not** have a honest stake in our residential community. The presenting leadership/representatives confirmed to us a "likely sale" of their stake at the two year mark.

2. **Traffic Safety.** According to their traffic expert, testing results fell within allowable standards. Despite this, traffic on both Washington and Maple remains particularly worrisome at current levels (which continues to increase as more people return to work). This can be observed by standing at the intersection during pre/post weekday business hours, when pedestrian and motorist danger is at its peak. Adding a 167 apartment complex will unnecessarily expose our families to increased vulnerability each time we merge in/out of our nearby residences. **Recommendation**. Reduce structure size and decrease number of overall units by no less than one-half to minimize hazard exposure and traffic pattern effects. Mandate a proposal amendment which requires set-back garage doors for both Washington and Maple entrances. Install highly visible pedestrian crosswalks at developers expense (similar to those on Main Street).

3. **Trash/Delivery Vehicle Parking.** Although dialogue was exchanged regarding the implementation of dedicated parking spots (southwest property corner, along Maple), the plan for these was presented in vague and ambiguous fashion. These types of vehicles present a near daily motorist hazard, which can be mitigated by strict village mandates. **Recommendation.** Require no less than two dedicated (24/7) parking spots for these types of vehicles in an effort to discourage double (lane) parking, provide for unimpeded traffic flow, and increase motorist safety.

4. **Pet Considerations**. Under the current proposal, there is no plan for pets at what will be a "pet-friendly" complex. Not only does this demonstrate inadequate forethought, but it gleans insight into the developer's profit focus (at the expense of our neighborhood). We are already a pet heavy community, and the addition of potentially dozens more will likely lead to landscaping damage and overuse of already limited "pet areas." **Recommendation**. Require a proposal amendment, which provides for a dedicated pet area on their property.

5. **Property Value.** As it stands, the majority of owners that were present, believe development construction will have negative implications on their property values. This can be attributed to the over two dozen homeowners who will have their views directly obscured by a building of equal height, which in some places will only have a 10' offset from property lines. Although, decreased property values is often a biproduct of new property construction, rarely is it as far-reaching as it is for so many of us. Many of the owners within my building (Marquis) have retired here and utilized life savings to purchase their homes, which on higher floors offers views of the Chicago skyline. As it stands, the new construction will limit every East facing units view, decrease natural light, hurt current property values and limit resale ability. **Recommendation.** Reducing structure height not only has favorable effects on community safety/reduced traffic patterns, but it will lessen the negative financial implications to over 26 Marquis unit owners and 12 nearby single family homes. Require an amendment which reduces floor height to no less than three levels and consider increases to building offset from neighboring properties/property lines.

In summary, I ask that you protect the interests of our residents when reviewing this development proposal and casting your vote. Please consider the effects a 167 unit structure would have on the neighborhood our families enjoy. Thank you for your consideration our concerns. Please share this correspondence with applicable staff and voting members.

Most sincerely,
John McNabb
[redacted]

Disclaimer

The information contained in this communication is confidential, private, proprietary, or otherwise privileged and is intended only for the use of the addressee. Unauthorized use, disclosure, distribution or copying is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately.

Loren Mesha

940 Maple Ave. Apt [redacted] Downers Grove, IL 60515

April 15, 2021

Village of Downers Grove
Mayor and Council Members
801 Burlington Ave.
Downers Grove, IL 60515

Re: Proposed Opus Development on Maple/Washington

Dear Sir/Madam:

I am writing to express my concern regarding the proposed apartment development on the properties at the corner of Maple and Washington. Last night the Opus developers held an informational meeting for the surrounding neighbors. They mentioned several times how they designed their building to integrate into the surrounding area in order to be respectful of the neighborhood. The proposed plan uses a stepping up approach on Washington and Maple to minimize the height impact. However, their design does nothing to address the enormous impact on their closest neighbors to the west, those of us who own condos in the Marquis.

Their 5+ story building over a double parking garage is placed a mere 10 ft from our property line. This may meet zoning rules but that doesn't mean it's the best solution for the property. There is no break in this building line from south to north, presenting the Marquis residents with a straight up plain wall view.

Our property values will decrease immediately.
We lose light.
We lose our view of any type of green space.
We will basically be staring at a wall. For those of us in the two towers of the Marquis, this wall will be 20 ft. away.

I understand that the downtown and village planners want to develop our urban area to attract business and increase foot traffic and revenues. But this should not be done at the expense of residents that are already living here. And even though this is an urban area, shouldn't green space be considered as part of the plan?

Pet issues, traffic issues, and garbage pickup issues were discussed, with the developers listening to our concerns. They were not as willing to consider changes that would lessen the enormous impact on their Marquis neighbors.

Loren Mesha

940 Maple Ave. Apt [redacted] Downers Grove, IL 60515

Here are some changes to consider:

1. Move the building further from the property line on the west.
2. Move the northwest corner of the building in some fashion to make a little more space between the two buildings right where they are closest.
3. Decrease building height by one story on the west side.
4. Change the configuration of the amenities area so it faces west, thus providing height and wall relief to Marquis owners. Their reasoning on why they wouldn't consider this (because of the shade of our building) makes no sense since their building is just as tall if not taller than ours.
5. Plan for areas of green space between our buildings.

We understand that time moves on and change is inevitable. But five years from now, the developers will have made their profit and moved on, the renters will have changed over several times, but we as property owners will still have decreased property values and we will still be staring at the same wall and building. Yes, we know we will be giving up our beautiful sunrises, but can't we make some changes to these plans so that we can still look out our windows and feel like we are living in beautiful downtown Downers Grove?

Sincerely yours,

Loren Mesha

Loren Mesha

Peter H. Mesha

940 Maple Avenue, [redacted] Downers Grove, IL 60515
[redacted]
[redacted]

April 18, 2021

Village of Downers Grove
Mayor and Council Members
801 Burlington Avenue
Downers Grove, IL 60515

Re: Proposed Opus Development on Maple/Washington

Dear Sir/Madam:

You recently received a letter from my wife Loren regarding her concerns about the proposed new Apartment Complex at Maple and Washington by Opus Development Company, hereafter referred to as the Opus Project. I will not repeat all her concerns although I agree with each point that she makes. Rather I would like to focus on the lack of sensitivity by Opus in their building massing strategy and the problems this causes for the residents of the Marquis.

I should mention that in addition to being a resident on the east side of the Marquis building I am also the HOA President. My comments as a resident and as the HOA President are inseparable.

What I know about this project at this point is what representatives from Opus revealed to us in their 4/14/2021 neighborhood meeting at the Baptist Church.

Paul Robertson reached out to me in advance of the meeting. We have a cordial relationship. At the beginning of the meeting Paul gave a presentation emphasizing how committed Opus is to the community and the neighborhoods they build in.

At the meeting, our homeowners expressed concerns about the building massing along the common property line, increased traffic problems on Maple, garbage pick-up and the lack of pet-walking accommodation for the future residents of the Opus apartments. Several times in the meeting Opus responded negatively to our suggestions saying either that these impacts are to be endured as part of urban living and/or that such changes would reduce their bottom line and/or they have every right to follow the rules for development within the Village.

I met Dean Newins, Opus Senior VP-Architecture, at the presentation and talked with him after the meeting. He indicated in that conversation an interest in understanding our concerns but stopped short of offering to mitigate our concerns through a more accommodating design strategy.

I expect Opus to honor their promise to be a good neighbor even if that translates to some additional costs. I have copied both Paul and Dean on this communication. It is important for us to be transparent with each other.

When the Marquis Development was approved by the Village in 2014 a Special Use Ordinance was created. I am assuming a similar process will be followed for the Opus Project and the Approval Criteria will be similar if not the same:

> *No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:*
>
> 1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*
> 2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community;*
> 3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

On the evidence to support Conclusion 1 – I trust that Opus has complied with this, or, that the Village staff will ensure compliance with this requirement. At our public meeting Opus stated multiple times that this project is included in the Comprehensive Plan as a Catalyst Site. They inferred that we should have known this prior to purchasing our homes.

I have now acclimated myself to the Current Comprehensive Plan last updated in 2017. Here is what I have learned:

This map of the Catalyst Redevelopment Opportunities on page 111 shows the Opus Project site as B11:



On the previous page is the description of Catalyst Site B11:

B11 Maple & Washington

This area is an important transition from Downtown to the adjacent residential areas to the south and east. This site provides an opportunity for additional multi-family residential that is sensitive to the adjacent height and massing of nearby buildings.

This opportunity to be "…sensitive to the adjacent height and massing of nearby buildings" is my primary focus.

At the 4/14/2021 public meeting. Mr. Newins addressed how Opus had worked closely with Village staff to ensure that such a massing/tower height transition would be inculcated into their design. But what a surprise it was to every resident of the Marquis that the sensitive design strategy was to transition from a low tower height at the corner of Washington and Maple to a full 5 floor tower height at the west property line with the Marquis. It was as if the target audience for this presentation was for anybody other than the 55 homeowners who live in the Marquis building. I will pursue this insensitivity to the Marquis later in more detail.

Regarding Conclusion 2: I am sure that added density to the downtown area through a massive development such as the Opus Project will create benefits to the local agency taxing bodies and increase customers for the local downtown merchants. However, I am taking exception to a conclusion on the basis of the current design that the Opus Project "…will contribute to the general welfare of the neighborhood…" For the purpose of this analysis, I am considering the 55 homes within the Marquis, immediately adjacent to the Opus Development, as a "neighborhood" unto itself. I would argue that the Opus Project does not contribute to the welfare of the residents of my neighborhood - quite the contrary.

Regarding Conclusion 3: Again, I will argue that this development does not contribute to the welfare of the residents of the Marquis and, in fact, is injurious to property values here at the Marquis.

On the subject of sensitive massing design

Let's first review the Marquis massing design. The neighborhood context for the Marquis designers was a parking garage to the north, a nearly contemporaneously constructed apartment complex to the west – Maple on Main, and three properties to the east (now controlled by Opus) described in order as a one story commercial building, a two story residence and a surface parking lot for the Baptist Church across the street.

Please see Exhibit 1 which shows the relative tower heights that were designed/built by the Marquis and how well the Marquis design accommodates the adjacent maximum "tower height" to the west, the Maple façade to the south and the municipal garage to the North and especially the low slung existing conditions to the east. Note that the Marquis design includes an at-grade landscaped dog walk and a landscaped patron amenity area adjacent to the east property line. The building transitions to full development height only upon the west half of our property (except at the Maple façade and at the rear tower). This is the existing condition to which the architects for the Opus Project should be sensitive.

To complete this exercise please see Exhibit 2 which illustrates the incongruity in the Opus Project massing design philosophy.

On the subject of causing detriment to the general welfare of people living in the vicinity and causing injury to property values

Please see attached Exhibit 3 which illustrates the viewsheds of the 20 east-facing Marquis homes. The proposed proximity of the maximum height tower adjacent to our common property line will cause a dramatic degradation of views to the east. The units facing east were priced significantly more that those facing west because of the view and increased sunlight afforded by the eastern exposure. In particular, the three units on the north part of the "C" shape of the Marquis, apartments 214, 314 and 414, will be very close to the monolithic west face of the Opus Project's highest tower causing an extreme detriment to their welfare and property value.

Please see Exhibit 4 for the current view from apartment 414 which is typical for the east facing 20 homes at the Marquis. From this vantage our owners celebrate sunrises - often with other neighbors that regularly come to the top floor of the municipal garage for the same wonderful early morning experience. Unfortunately, that will be our method of viewing the sunrise in the future if this development goes as currently planned. This view is a slice of Americana that the residents and Trustees of Downers Grove should be proud of. Also, the trees that will be removed currently provide a lovely setting for bird-watching, and provide a small but vibrant animal habitat.

Exhibit 5 illustrates the dramatic change in view from the front windows (and balcony) of unit 414 to be expected with the Opus Project as shown and presented on April 14.

I challenge anybody to tell the owner of apartment 414 (me) that our property value won't decrease due to this obstruction caused by the Opus Project.

My "ask:"

1. Mitigate the obstructed Marquis views with better design. Specifically, reduce the tower mass along the Marquis property line by reducing the tower height and increasing the building setback. Consider at-grade amenity design and green space adjacent to and honoring Marquis's green space along the property line. Add green roof design to the low garage roof decks proposed to have membrane roof construction.

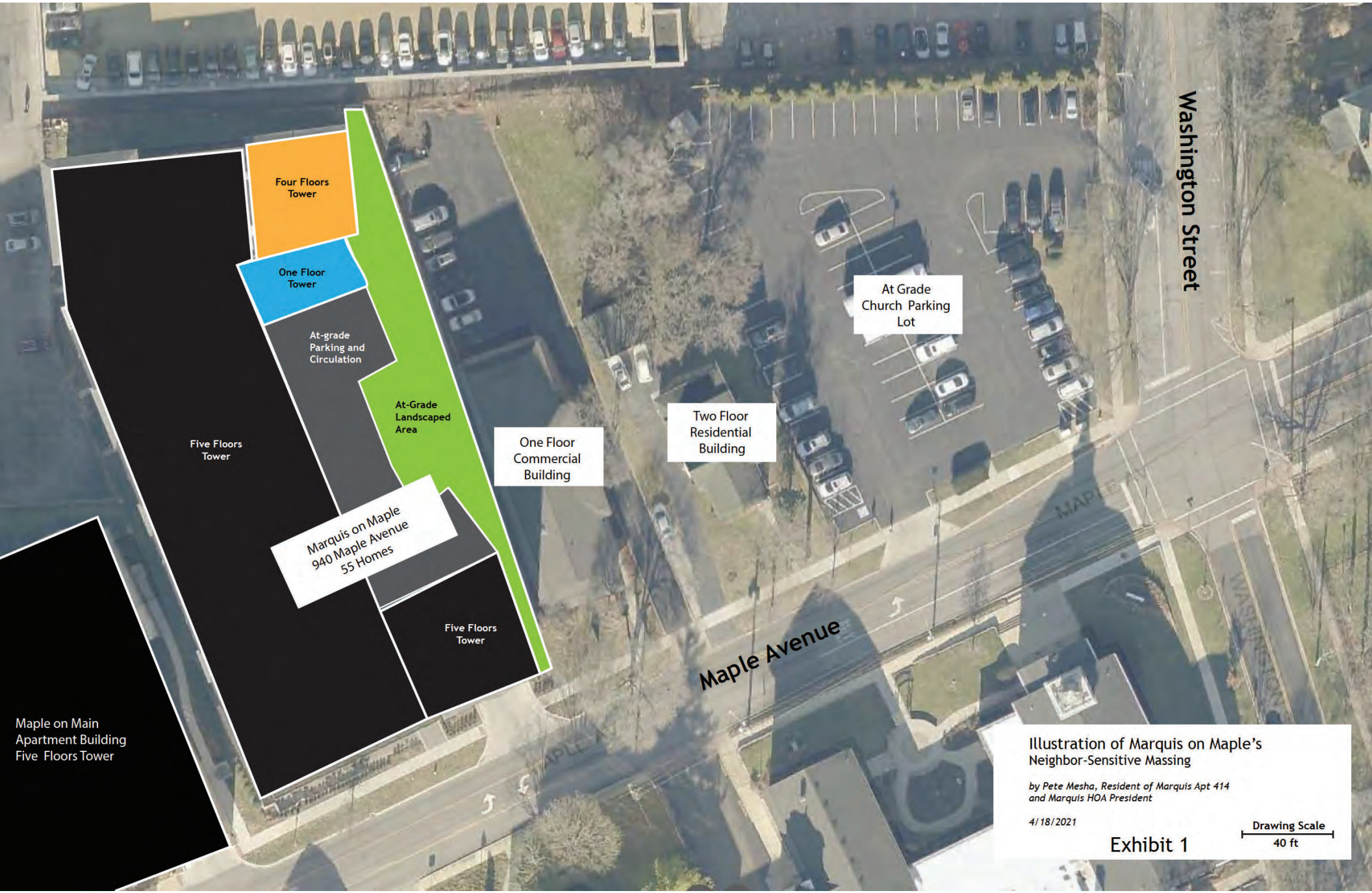
2. Pay attention to our concerns about lack of pet walking space, traffic back-ups on Maple due to insufficient queuing accommodation on the vehicle entrance ramps, and better accommodation for garbage pickup.

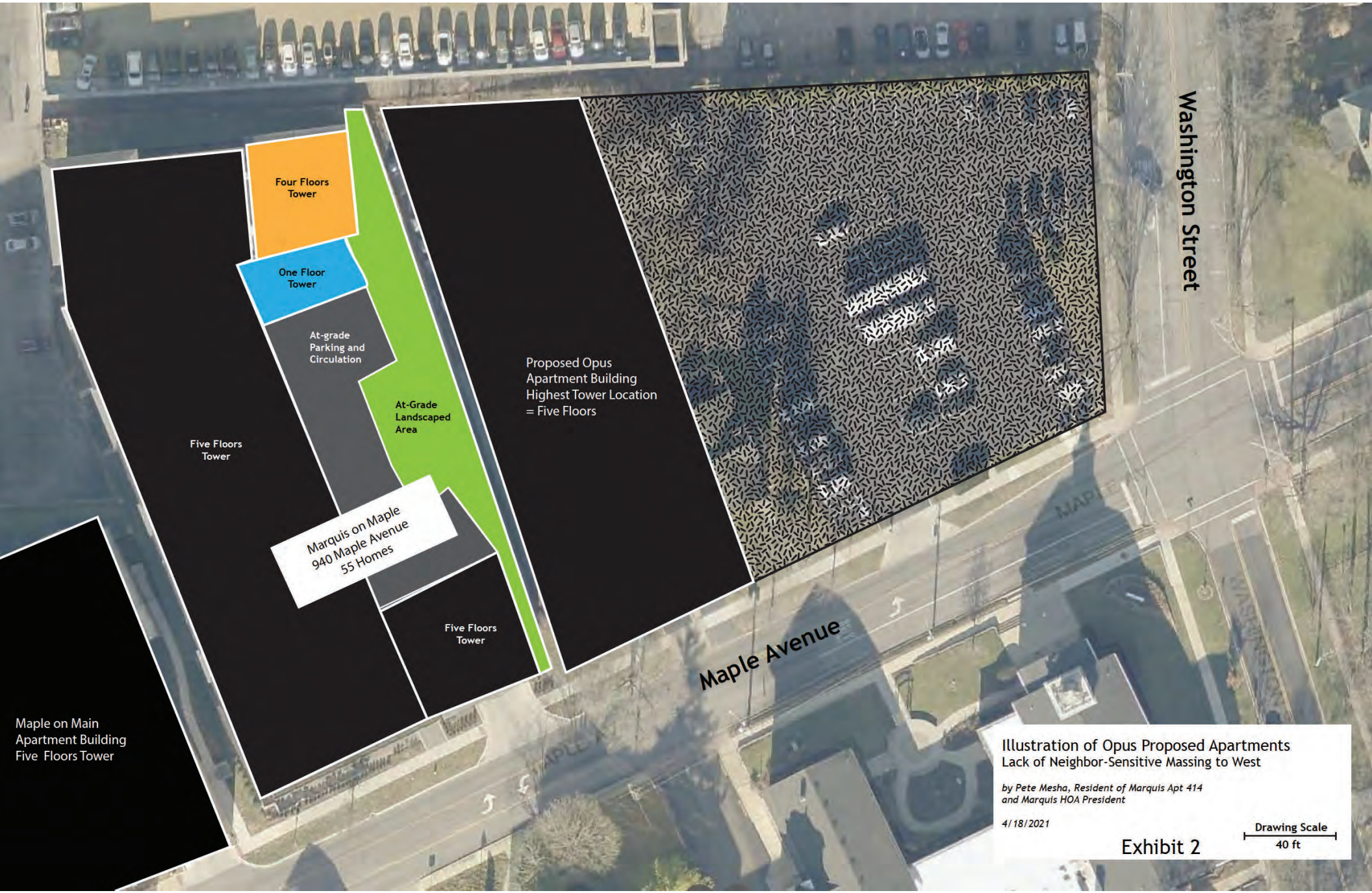
Thanks for considering these points. I do not stand in opposition of development on Catalyst Site B11. Rather, I am demanding better design from Opus Development and so should the Village. Better design doesn't necessarily cost more, although in this case these changes may reduce the developer's profit margins. But that should be an acceptable concession for a company that boasts about being committed to the community and being a good neighbor.

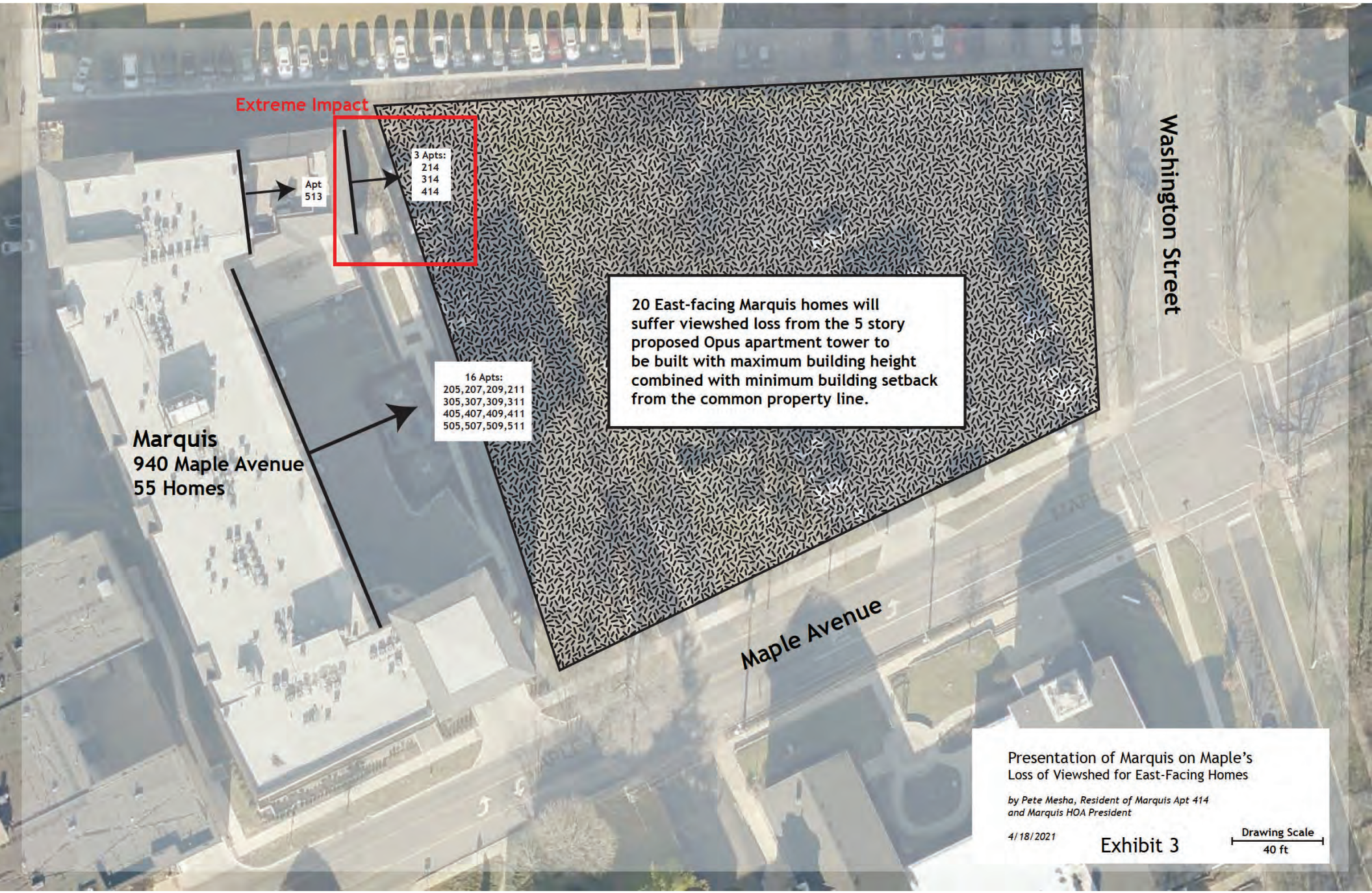
Respectfully submitted,

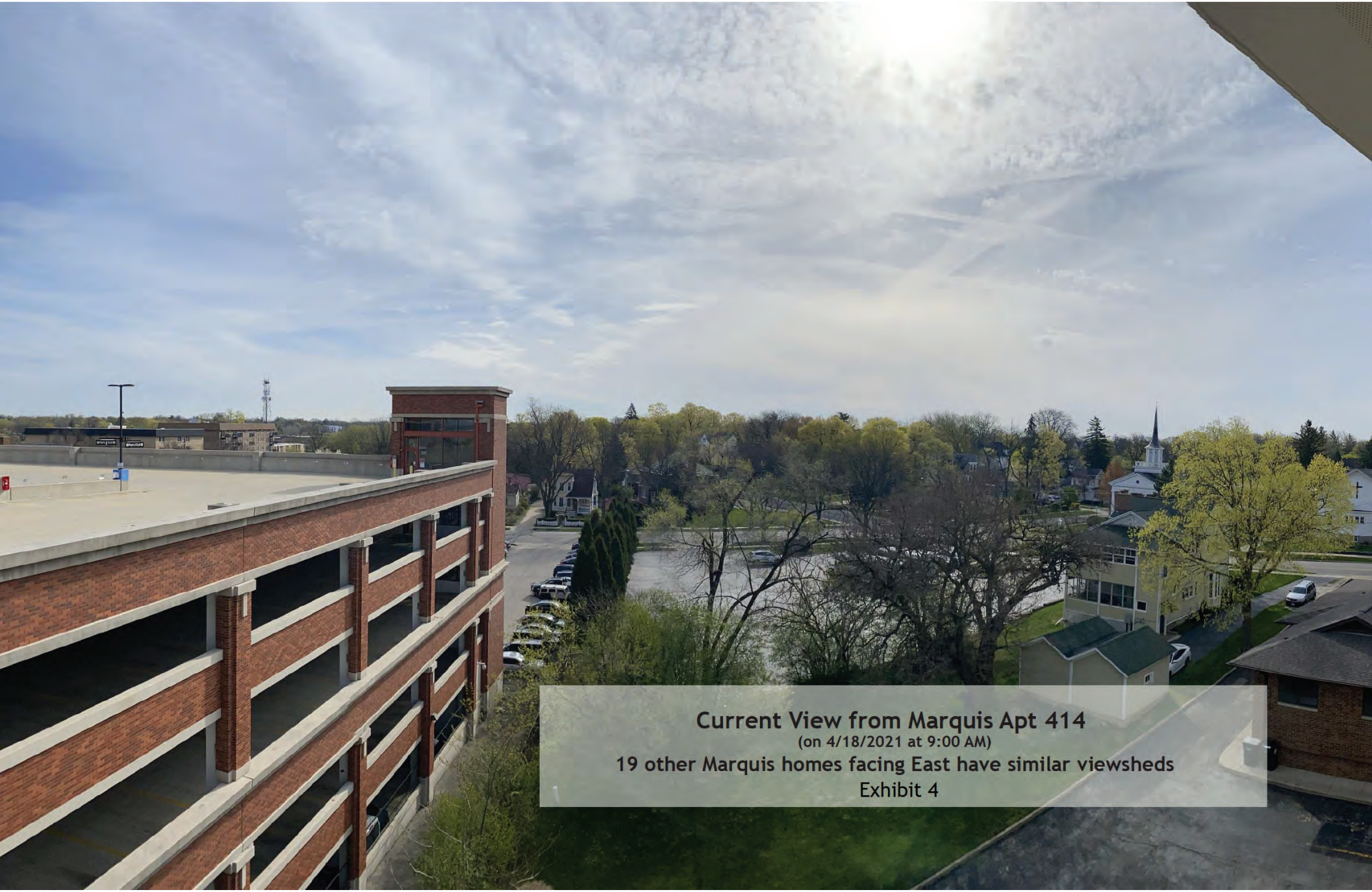


Pete Mesha


Four Floors Tower
One Floor Tower
At-grade Parking and Circulation
At-Grade Landscaped Area
Five Floors Tower
Marquis on Maple
940 Maple Avenue
55 Homes
Five Floors Tower
Maple on Main
Apartment Building
Five Floors Tower
One Floor Commercial Building
Two Floor Residential Building
At Grade Church Parking Lot
Washington Street
Maple Avenue
Illustration of Marquis on Maple's
Neighbor-Sensitive Massing
by Pete Mesha, Resident of Marquis Apt 414
and Marquis HOA President
4/18/2021
Exhibit 1
Drawing Scale
40 ft


Four Floors Tower
One Floor Tower
At-grade Parking and Circulation
At-Grade Landscaped Area
Proposed Opus Apartment Building Highest Tower Location = Five Floors
Five Floors Tower
Marquis on Maple 940 Maple Avenue 55 Homes
Five Floors Tower
Maple on Main Apartment Building Five Floors Tower
Washington Street
Maple Avenue
Illustration of Opus Proposed Apartments
Lack of Neighbor-Sensitive Massing to West
by Pete Mesha, Resident of Marquis Apt 414 and Marquis HOA President
4/18/2021
Exhibit 2
Drawing Scale
40 ft


Extreme Impact
Apt 513
3 Apts: 214 314 414
16 Apts: 205,207,209,211 305,307,309,311 405,407,409,411 505,507,509,511
20 East-facing Marquis homes will suffer viewshed loss from the 5 story proposed Opus apartment tower to be built with maximum building height combined with minimum building setback from the common property line.
Marquis
940 Maple Avenue
55 Homes
Washington Street
Maple Avenue
Presentation of Marquis on Maple's
Loss of Viewshed for East-Facing Homes
by Pete Mesha, Resident of Marquis Apt 414
and Marquis HOA President
4/18/2021
Exhibit 3
Drawing Scale
40 ft


Current View from Marquis Apt 414
(on 4/18/2021 at 9:00 AM)
19 other Marquis homes facing East have similar viewsheds
Exhibit 4


Projected View from Marquis Apt 414 on 4/18/2023 at 9:00 AM
(Graphic background represents Opus Development apartment tower mass)
19 other Marquis homes will be similarly affected
Exhibit 5

VILLAGE OF DOWNERS GROVE

Flora Ramirez <framirez@downers.us>

Fwd: Opus Maple and Washington Development

Jason Zawila <jzawila@downers.us> Thu, Apr 15, 2021 at 10:37 AM
To: Flora Ramirez <framirez@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

Downers Grove | 801 Burlington Avenue | Downers Grove, IL 60515 | www.downers.us

---------- Forwarded message ---------
From: **Todd Smith** [redacted]>
Date: Thu, Apr 15, 2021 at 10:30 AM
Subject: Opus Maple and Washington Development
To: spopovich@downers.us <spopovich@downers.us>, jzawila@downers.us <jzawila@downers.us>
Cc: paul.robertson@opus-group.com <paul.robertson@opus-group.com>

Dear Stan and Jason,

I attended the Opus Town Hall Meeting on April 14, 2021 in regard to the proposed 167 unit apartment complex to be constructed at Maple and Main. No doubt there were many concerns voiced by area residents focused on varying issues including surrounding property value degradation, traffic issues, the proposed footprint and impact on the community, to name a few. As a point of reference, my wife and I have been Downers Grove residents the last 25 years having raised our two boys in this community. We recently sold our home on the North side of Downers and downsized to a condo unit in the Marquis on Maple, so no doubt this project will directly impact us. Also as a point of reference and as made clear at the Town Hall Meeting, The Opus Group will develop and provide the construction financing for this property and then sell it upon completion, likely to a syndicate of passive owners as part of an investors larger institutional real estate portfolio. Opus **will not remain involved** in this project going forward and for the Opus representatives to state, as they did at the meeting, that they have the communities best interest at heart is simply not how it works. They will be ghosts once this project is complete and sold.

Two specific issues that I believe merit consideration and further planning that came from the meeting are as follows:

- An Opus representative claimed that they have done a detailed traffic study to assess the impact on an already congested area and that study supports that the 167 unit development will not create additional traffic problems or congestion on the two adjacent streets (Maple and Washington) that are already congested and prone to back-up during peak times. I would hope and quite frankly expect that the Village of Downers Grove has done their own independent traffic study of this issue and that both traffic studies will be made available to the residents of Downers Grove. The conclusions reached by Opus regarding the impact are clearly biased toward a conclusion that supports moving forward with the project with little to no effort to mitigate any of the impact on the community.
- As confirmed by the Opus representative, this will be a pet friendly complex. However, admittedly Opus has made no accommodation to provide a designated area **on the property** for the tenants to walk and accommodate the needs of their pets. This will likely result in an additional 100 dogs or so defecating and

urinating along Washington and Maple as lazy tenants walk out the front door to allow their pets to relieve themselves. This is already an issue with the apartment complex on the corner of Maple and Main as Maple has become the favorite spot for dogs to do their business, which means dog waste left on the parkway and sometimes the sidewalk. Now we will have another 167 plus transient, non-owner, residents in the community allowing their dogs to do what works best for them with little or no concern for those that care about the community. Opus claimed that they would research this further and that they heard the concerns of those attending the meeting regarding this issue. The Village of Downers Grove should **require** Opus to propose and agree to provide accommodations that are practical and that mitigate this negative footprint, or alternatively **not allow** this to be a pet friendly building.

Thanks and I appreciate the consideration.

Todd

Todd G. Smith

LBB Industries

[redacted]

Direct: [redacted]

www[redacted].com

Mr. Jason Zawila, AICP
Planning Manager
Community Development Department
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

George & Irene Shum
940 Maple Ave # [redacted]
Downers Grove, IL 60515

May 11, 2021

Dear Mr. Zawila,

I am a new resident of Downers Grove at Marquis Condo.

The image of Downers Grove, as told by my friends before my purchase of the condo is "fine dining and fun place e.g. antique car show".

However, the building of a big apartment building with 167 units of apartments - studios, 1, 2, 3 bedroom will attract transient residents. There will be a high turnover of occupancy. In case of one incident with police and apartment resident on the TV news will greatly affect the business of fine dining and the image of Downers Grove. We want projects to enhance the image and business in Downers Grove.

Thank you for your attention.

George & Irene Shum

VILLAGE OF DOWNERS GROVE

Flora Ramirez <framirez@downers.us>

Re: The Opus Group - Proposed Development on Washington St & Maple Ave

Flora Ramirez <framirez@downers.us> Fri, May 14, 2021 at 8:39 AM
To: Flora Ramirez <framirez@downers.us>

---------- Forwarded message ---------
From: **Jason Zawila** <jzawila@downers.us>
Date: Wed, May 12, 2021 at 4:23 PM
Subject: Re: The Opus Group - Proposed Development on Washington St & Maple Ave
To: ManWai Lai [redacted]

On Wed, May 12, 2021 at 4:01 PM ManWai Lai <manwailai@yahoo.com> wrote:

> RE: The Opus Group Development on Maple Ave & Washington St.
>
> Dear Mayor Bob Barnett and Planning Manager Jason Zawila
>
> As an owner and resident of Marquis on Maple at 940 Maple Ave, I'm writing out of concern for the new proposed development from The Opus Group for a 160+ apartment building. I have bulleted them below:
>
> - There is already a large apartment complex on the corner of Maple and Main which is not at full occupancy and adding another apartment building of the same size doesn't make sense when there is no demand currently. This would be the single block in the city with close to 400 units, is it even needed?
> - Property Values – I'm concerned that property values will drop as the 2 apartment building will start price slashing to compete with each other for renters since there will be a surplus of rental units. If this were to be approved, I would immediately request to be re-evaluated by the county assessor for lowering property taxes
> - The traffic at the corner Maple and Washington will increase dramatically, the 4 way stop already gets backed up from traffic going to and from the municipal garage, train station and east/west on Main street. Especially during commuting hours, the single lanes will not be able to handle the number of cars. I'm also worried about pedestrian traffic as many families take walks around the neighborhood after school/after work. A traffic light would need to be installed for safety to avoid accidents in the crosswalk.
> - Pet area – with the addition of units, where is the consideration for Pets and their waste? Downers Grove is family oriented village and most families do have a pet (or 2-3) the plans don't include a robust pet area for waste management. They would then put pressure on the surrounding city parks and private land. It's a health hazard. Marquis already deals with the excess pet waste from the Maple and Main apartment complex.
>
> In closing, adding another apartment building here would create a very transient community which inevitably leads to higher crime rates and lower property values. As a property owner and someone who loves this village and considers it home, I urge you to not approve the developer's plans for rental units.
>
> I will be attending the Plan Commission Public Hearing on May 17th to express my concerns with other owners in the area surrounding this proposed development.

Best regards,

ManWai Lai

[redacted]

[redacted]

Marquis on Maple – Property Owner

May 11, 2021

Mr. Zawila,

My husband & I have lived in Downers Grove since 1996, & recently moved from a beautiful home on the northwest side to the Marquis at 940 Maple. We were disappointed to hear about the proposed 167 unit apartment complex being considered directly east of our building. I have included an email that my husband previously sent to you & Mr. Popovich. We are hopeful that you will consider the following in deciding if this development is in the best interest of the village & its residents:

1 – We already experience the heavy traffic along Maple, & are concerned about the increase when adding the people living in 167 units. See Todd's email.

2 – We already experience serious parking issues related to our contractors & guests, & are significantly concerned about the implications of adding the needs of 167 additional units. Even as apartments, contractors will be needed for cleaning for the tenants, & then contractors will be needed when the apartments change tenants & need new paint or carpet or additional work. The developers must address this in their design. If the development is allowed, which we hope it won't at all or at the size that is proposed, we need specific guidance about parking options in the area for our guests, whether on the street or in the parking garage or in the lot on Main Street, & how the availability & cost will be adjusted to make this affordable & useful.

3 – Even with our side entrance & significantly fewer units, the garbage removal is an issue at our building. It's not clear how the garbage trucks will access the new building, & we are concerned that this hasn't been addressed.

4 – We already experience heavy dog walking traffic from both our building & the new apartment complex on the corner of Main & Maple, & are concerned about the increase when adding the people living in 167 units in a dog-friendly building that doesn't appear to have included an outdoor area for dogs, similar to the one that our building provided

for our owners (which gets used by people not in our building). See Todd's email.

5 – As much as we'd like to see the development not happen, it would be easier to accept if it wasn't as tall, or wide, or on top of our lot line. Fewer units would help with all of the issues addressed above. We hear that they've focused on softening the eastern side of the development, but we believe that the western side of the development should be softened as well, which could happen with fewer units. Further back from the lot line, more green space, not as high. We understand that the developers want to maximize the units, but we hope that the village will understand that maximizing units is not best for our village.

6 – If the development is allowed, we hope that the village will address the reduction in our property value in the Marquis for our property tax assessments.

We appreciate your consideration of our concerns.



Paula Smith
940 Maple Avenue
#[redacted]
Downers Grove, IL 60515

Dear Stan and Jason,

I attended the Opus Town Hall Meeting on April 14, 2021 in regard to the proposed 167 unit apartment c to be constructed at Maple and Main. No doubt there were many concerns voiced by area residents focu varying issues including surrounding property value degradation, traffic issues, the proposed footprint an impact on the community, to name a few. As a point of reference, my wife and I have been Downers Gro residents the last 25 years having raised our two boys in this community. We recently sold our home on t North side of Downers and downsized to a condo unit in the Marquis on Maple, so no doubt this project directly impact us. Also as a point of reference and as made clear at the Town Hall Meeting, The Opus Gr will develop and provide the construction financing for this property and then sell it upon completion, lik syndicate of passive owners as part of an investors larger institutional real estate portfolio. Opus **will not remain involved** in this project going forward and for the Opus representatives to state, as they did at the meeting, that they have the communities best interest at heart is simply not how it works. They will be g once this project is complete and sold.

Two specific issues that I believe merit consideration and further planning that came from the meeting ar follows:

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- As confirmed by the Opus representative, this will be a pet friendly complex. However, admitt Opus has made no accommodation to provide a designated area **on the property** for the tenar walk and accommodate the needs of their pets. This will likely result in an additional 100 dogs defecating and urinating along Washington and Maple as lazy tenants walk out the front door allow their pets to relieve themselves. This is already an issue with the apartment complex on corner of Maple and Main as Maple has become the favorite spot for dogs to do their business which means dog waste left on the parkway and sometimes the sidewalk. Now we will have a 167 plus transient, non-owner, residents in the community allowing their dogs to do what wor for them with little or no concern for those that care about the community. Opus claimed that would research this further and that they heard the concerns of those attending the meeting regarding this issue. The Village of Downers Grove should **require** Opus to propose and agree provide accommodations that are practical and that mitigate this negative footprint, or alterna **not allow** this to be a pet friendly building.

Thanks and I appreciate the consideration.

Todd

Todd G. Smith
LBB Industries

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
JUNE 14, 2021 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
21-PLC-0006 5240 Washington Street, 928 Maple Avenue and 932 Maple Avenue	Special Use, Planned Unit Development, and Rezoning	Flora Ramirez, AICP Development Planner

BACKGROUND

The petitioner is requesting approval of a Special Use, Planned Unit Development and Rezoning from DB (Downtown Business) to DB/PUD (Downtown Business / Planned Unit Development) to permit the construction of a 167-unit apartment building located at the northwest corner of Maple Avenue and Washington Street, commonly known as 5240 Washington Street, 928 Maple Avenue and 932 Maple Avenue.

The public hearing for 21-PLC-0006 was opened on May 17th, 2021 and tabled until June 14th, 2021. The meeting date, time and location was announced to the public present at the May 17th, 2021 meeting, with no additional noticing required.

Information about the petitioner, property and the original request can be found in the May 17th, 2021 packet. Meeting minutes for the May 17th, 2021 meeting are also attached to this packet.

ANALYSIS

As noted above, the Plan Commission tabled consideration of the case to allow for potential changes to the proposal. Specifically the Plan Commission requested information on the following items:

- Propose a new solution for the loading/receiving dock to lessen the impact of traffic;
- Provide relief and treatment of the western façade of the building and general improvements to improve the pedestrian scale of the building;
- Review the reduction of the density;
- Further define the dog run area with better security and provide a rendering;
- Provide further review of pedestrian and traffic safety at the intersection and on Maple Street.

The petitioner's response to the items listed above, is provided in this packet. Below is additional information as it relates to building separations and density, which in particular were prevalent topics of discussion that were commented on by several members of the public and the Plan Commission at the May 17th Plan Commission meeting.

Building Separation
As noted in the petitioner's response the residential floors at the southwest corner of the building are now setback 15 feet from the west property line. At the front facing façade, the separation between the Marquis and the proposed building (for the upper stories) is now 20 feet. This setback is now consistent with the setback between the Marquis on Maple and the Maple and Main project. The petitioner further

setbacks the building behind this front facing façade, between 20-26 feet. Specifically, these revisions take into account the established streetwall for Maple Avenue.

Any additional separation between the southwest corner of the building and the Marquis on Maple, would impact the compliance with the Comprehensive Plan and the Downtown Design Guidelines. There are several instances in the Comprehensive Plan that specifically state the importance of establishing a streetwall and that the subject property should exhibit core characteristics, such as larger buildings at, or near the sidewalk and front property lines and a continuous streetwall. This project accomplishes this, similar to what the Village allowed for both the Marquis on Maple and the Maple and Main project.

Along Washington Street, the façade is stepped back from Washington Street, continuing to respect the smaller buildings on the east side of Washington Street. The materials and modern design of the development continues the Village's commitment to quality architecture.

Density
Regarding the proposed density for the project, density relief was provided by the Village for the Burlington Station (5100 Forest), Maple on Main (1010 Maple) projects, but not for the Marquis on Maple. Below is a comparison table provided for each development:

Bulk Regulations	Maple and Washington	Maple and Main (1010 Maple Avenue)	Burlington Station (5100 Forest Avenue)	The Marquis (940 Maple Avenue)
Unit Total	167 units	115 units	89 units	55 units
Lot Area	58,501 sq. ft.	37,961 sq. ft.	48,136 sq. ft.	44,704 sq. ft.
Acreage	1.343 acres	0.871 acres	1.105 acres	1.026 acres
Units Per Acre*	124 units/acre	132 units/acre	80.5 units/acre	53.6 units/acre

*Village Code allows up to 54.5 units per acre

The Comprehensive Plan specifically recommends that the subject area, should be developed with an area of greater residential density to facilitate a vibrant and energetic downtown while providing economic sustainability to the core. Furthermore the Comprehensive Plan identified as a key concept for this subarea that residential development, generally of greater density than elsewhere in the Village should be the predominant desired land use.

RECOMMENDATION

At the May 17th Plan Commission Meeting staff recommended that the Plan Commission recommend approval of the petition as presented to the Village Council. Based on the findings provided in the first staff report (p.15-16) and the petitioner response provided to the Plan Commissions questions, staff continues to recommend the Plan Commission forward a **positive recommendation** to the Village Council regarding the requested Planned Unit Development, Rezoning and Special Use as requested in case 21-PLC-006.

Should the Plan Commission find that the request meets the standards of approval for a Planned Unit Development, accompanying Rezoning, and Special Use staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 21-PLC-0006:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development, accompanying Rezoning, and Special Use as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 21-PLC-0006, subject to the following conditions:

1. The Special Use, Planned Unit Development and Rezoning shall substantially conform to the staff report, renderings, architecture plans prepared by The Opus Group, dated June 9, 2021, engineering plans prepared by SPACECO, Inc. dated June 8, 2021, landscape plans prepared by IRG, dated June 8, 2021, and traffic plans prepared by KLOA dated April 2, 2021 except as such plans may be modified to conform to the Village codes and ordinances.
2. The petitioner shall consolidate the three lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.
3. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $978,843.91 ($872,839.84 to the Park District, $76,591.51 to Elementary School District 58, and $29,412.56 to High School District 99).
4. The building shall be equipped with an automatic suppression and an automatic and manual fire alarm system in accordance with the Village's requirements.
5. Prior to the issuance of any building or development permits, the petitioner shall pay to the Village tree removal permit fees subject to verification by the Village Forrester; including an additional $580 contribution per tree that cannot be replaced in the parkway.
6. All signage for the apartment building and First Baptist Church shall conform to the Village's Sign Ordinance.

Staff Report Approved By:



_____
Stan Popovich, AICP
Director of Community Development

-att

P:\P&CD\PROJECTS\PLAN COMMISSION\2021 PC Petition Files\21-PLC-0006 - Maple and Washington\PC Staff Report\21-PLC-0006 - Staff Report 6.14.21 V3.doc

PLAN COMMISSION HEARING – 06.14.2021
SUMMARY OF OPUS RESPONSES TO COMMISSIONER & PUBLIC COMMENTARY

June 09, 2021

CONCERN AREA 1: *DENSITY*

RESPONSE: To achieve the goal of The Comprehensive plan to "encourage ***greater residential density*** in the Downtown Edge to help facilitate a vibrant and energetic downtown", the design is based on the precedent that was set by the highly successful Maple & Main multifamily development as approved by the Village in 2016. The subject property has a lower residential density at 124 units per acre than the residential density of Maple & Main at 132 units per acre. Maple & Main also includes commercial space, which further intensifies the overall density of that development. It should also be noted that the Maple and Main land acreage is significantly smaller than the subject property by 33%. Applying the Maple and Main density to the subject site yields a project of 179 units, significantly more than the 167 units that are proposed.

The proposed form of the building meets the Village guidelines for building height requirements, build-to zones, street wall and the increased density in the Edge zoning area.

While the proposed development is less dense than the precedent that was established by the Maple & Main approval in 2016, the requested density is necessary to support The Comprehensive Plan goal that "the Downtown Edge should be understood as a combination of (1) transit-oriented development (TOD) – a mixed use residential and commercial area that seeks to leverage access to public transportation, and (2) an area of ***greater residential density*** to facilitate a vibrant and energetic downtown while providing economic sustainability to the Core."

CONCERN AREA 2: *DOG RUN*

RESPONSE: Opus is proposing an enclosed designated dog run area located on the north side of the development. The dog run will be access-controlled with sally ports and outfitted with a pea gravel surface to encourage residents to utilize this amenity as a pet relief area. In addition, the dog run will be adjacent to the pet spa area and exercise equipment will be provided. To ensure proper maintenance of the space, Opus will provide a waste bag dispenser, a trash receptacle, as well as a hose bib and the property management company will ensure the space is regularly maintained. The area will be approximately 6 feet wide by 120 feet long; an exhibit has been submitted to the Village containing more specific detailing of this area. The dog run will be accessed through a secured, access-controlled door in the northwest stairwell near the interior pet spa for resident convenience. Furthermore, the landscaping plan outlines approximately 100 lineal feet of landscape area located between the main residential entry and the southwest corner of the proposed development which will encourage residents to guide their pets towards this feature as the first pet relief area if residents choose to walk their pets through the lobby instead of the dog run.

According to data provided by a leading national multifamily property management company, a survey of 14 suburban Chicago Class A multifamily properties containing 4,999 units shows that these properties are home to 816 dogs and 403 cats, which equates to 16% of the units for dogs and 8% for cats. Applying these metrics from almost 5,000 units to the proposed 167 units, there would be approximately 27 dogs and 14 cats in the subject property. The pet facilities as designed will have capacity to accommodate significantly more pets if the property attracts a disproportionate share of pet owners.

CONCERN AREA 3: *PEDESTRIAN SCALE*

RESPONSE: The proposed site is unique in that is slopes 14ft from the southwest corner to the northeast corner. This site condition creates challenges as well as opportunities to activate the streetscape while providing pedestrian scale. The design solution uses landscape features that “peel away” to expose activated areas of the building base. The residential entrance along Maple Avenue has been redesigned to create a more activated pedestrian experience. A patio area with furniture has been integrated into the entrance to create an indoor/outdoor experience. This is adjacent to the residential main residential entrance.

The corner of Maple Avenue and Washington Street provides another opportunity to activate the streetscape. As the site continues to fall, the corner exposes the church parking garage entrance. The entrance will be the main connection between the church and the parking garage. It is a two-story space with tall glass areas, a hanging light fixture and art on the interior walls of the stairwell. Based on our understanding of the church calendar, this corner entry element will be heavily used throughout the week providing for an activated street corner and building edge. This design solution also creates a controlled and safe way to cross the street.

As we move down Washington Street, the buildings floor plate again times out with grade creating the church’s parking entrance as well as the pedestrian accessible entrance. These elements help activate this portion of the building by providing ways to enter and exit the building.

The remaining edges of the building will have windows with a fritted film and wall mounted decorative lighting to help provide visual interest along the street. These portions of the building will also have landscape areas with that provide variety of scale and texture adding to the buildings base. The landscaping along the sidewalk are designed to be pet-friendly allowing residents that do not use the dog run to relieve their pets prior to walking toward downtown and passing The Marquis.

CONCERN AREA 4: ***MARQUIS-FACING FAÇADE***

RESPONSE: The setback of the residential structure has been increased to 15 feet from the west property line in the southwest corner and 20-26 feet in the majority of the west side of the building. The 15 foot setback from the west property line is 50% larger than the 10 foot setback at The Marquis and still satisfies the guiding principles in The Comprehensive Plan and the Downtown Design Guidelines for a continuous streetwall on Maple Avenue. This represents a 5 to 16 foot increase over the original design for a majority of the property line. This increase in the setback creates significant separation between the building and The Marquis and provides for ample sunlight and airflow into The Marquis property. With this improvement, the solar study which will be shared at the June 14 Plan Commission meeting now shows that by 10:00 AM, there should be no shade in the Marquis courtyard caused by the proposed development. Furthermore, The Comprehensive Plan calls for zero foot setbacks for this particular site and Zoning Code encourages lot line-to-lot development in the Downtown Edge areas. No sunshine or open space easements which limit shadows or building height encumber the subject site.

CONCERN AREA 5: ***UTILITIES***

RESPONSE: Emergency response elements will be located on the exterior of the building as required by code and/or the Authority having jurisdiction. Our development has the benefit of having the double doors to the fire pump room tucked back so the letters “FACP” are not expected to be openly visible. Utility meters will be placed in locations coordinated and approved by local utility providers. It is anticipated that the Nicor gas meter will be located on the North side of the building near the NE corner. ComEd meter will be located inside the building in the electric room. Utilities and connections outside the building will be screened as best as possible by landscaping.

CONCERN AREA 6: ***TRAFFIC STUDY***

RESPONSE: As stated in the Report for Plan Commission for the May 17, 2021, meeting, Village Staff concurs with the findings of the KLOA traffic study that concludes that the roadway system has sufficient reserve capacity to accommodate the proposed development.

To increase pedestrian safety at the intersection of Maple Avenue and Washington Street, Opus has worked with Village Staff to approve Opus striping the crosswalks with a continental crossing design (aka “piano keys”). This will increase motorist awareness of the pedestrian crossing and improve visibility of pedestrians as they cross the street.

The location of the church pedestrian entrance to their parking area in the southeast corner of the building directs all pedestrian traffic to the four-way stop sign-controlled intersection at Maple Avenue and Washington Street. This addresses the current unsafe condition where people using the existing surface lot tend to cross Maple Avenue mid-block and not in the crosswalk at the controlled intersection. Pedestrian safety and traffic flow will improve with the pedestrians being out of the vehicular traffic on Maple Avenue and instead crossing the street in the crosswalk.

The traffic volumes and traffic patterns were analyzed for a potential traffic signal at the intersection of Maple Avenue and Washington Street. The study concluded that the intersection does not meet the warrants necessary to support a traffic signal at the intersection.

CONCERN AREA 7: ***LOADING ZONE***

RESPONSE: To address the loading and delivery needs of the proposed development and the neighboring properties, Opus has requested and the Village Staff has approved the exclusive use of the five newly-created parking spaces on Maple Avenue for loading from 7:00 a.m. until 3:00 p.m.. This is in excess of the three loading positions that are required by zoning. No zoning variance is required for the on-street loading positions in lieu of off-street loading positions because the Community Development Director has previously approved the three on-street loading position as an acceptable solution.

Given the increase in deliveries created by the increase in on-line purchases, the on-street loading positions are a better solution for frequent deliveries. In studying the delivery patterns at The Marquis and Maple & Main, delivery drivers including UPS, FedEx and Amazon tend to park their delivery vehicles in the Maple Avenue traffic lanes while making deliveries to The Marquis instead of pulling into the property to use the off-street loading space. This blocks traffic on Maple Avenue and contributes to traffic congestion. In contrast to that experience, delivery drivers use the Maple & Main on-street loading space, which limits the disruption of traffic on Maple Avenue.



Conceptual Rendering For Illustrative Purposes Only. Refer to Architectural, Civil and Landscape Drawings for Details.

Downers Grove Multi-Family

Planning Commission Resubmittal

PROJECT TEAM

Applicant

OPUS Development Company, LLC
9700 Higgins Road, Ste 900
Rosemont, IL 60018
847-318-1638
Contact: Paul Robertson
paul.robertson@opus-group.com

Architecture

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Minnetonka, MN 55343
952-656-4610
Contact: Dean Newins, AIA, LEEP AP
dean.newins@opus-group.com

Civil

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9575 W. Higgins Road, Ste 700
Rosemont, IL 60018
847-696-4060
Contact: Daniel C. Stevens, P.E.

Landscape

Ives/Ryan Group, Inc.
1741 S. Wiesbrook Road
Wheaton, IL 60189
630-738-7026
Contact: John M. Ryan, PLA, CLARB

SHEET INDEX

0 Cover Sheet
1 Concept Level 1
2 Concept Level 2
3 Concept Level 3
4 Concept Level 4-5
5 Concept Level 6
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7 Concept Level Roof
8 Typical Unit Plans
9 Concept Elevations
10 Concept Elevations
11 Concept Elevations
12 Project Information
13 Project Images
14 Project Images

PLOT DATE: 6/9/2021 11:41:01 AM

OPUS
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CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

2021-02-26	Planning Commission Submittal
2021-04-05	Planning Commission Resubmittal
2021-04-30	Planning Commission Resubmittal
2021-06-09	Planning Commission Resubmittal

DATE
05/10/21
PROJECT MANAGER
J. CAESAR
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Cover Sheet

SHEET NUMBER
A.00



2 LEVEL 1 Parking
1/16" = 1'-0"

0' 8' 16' 32'

N

PLOT DATE: 6/9/2021 11:41:02 AM

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DATE
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PROJECT MANAGER
J. CAESAR
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Level 1 Parking

SHEET NUMBER
A.01



1 LEVEL 2 Parking
1/16" = 1'-0"

0' 8' 16' 32'

N

PLOT DATE: 6/9/2021 11:41:03 AM

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CONSULTANT

PROJECT

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PROJECT NUMBER
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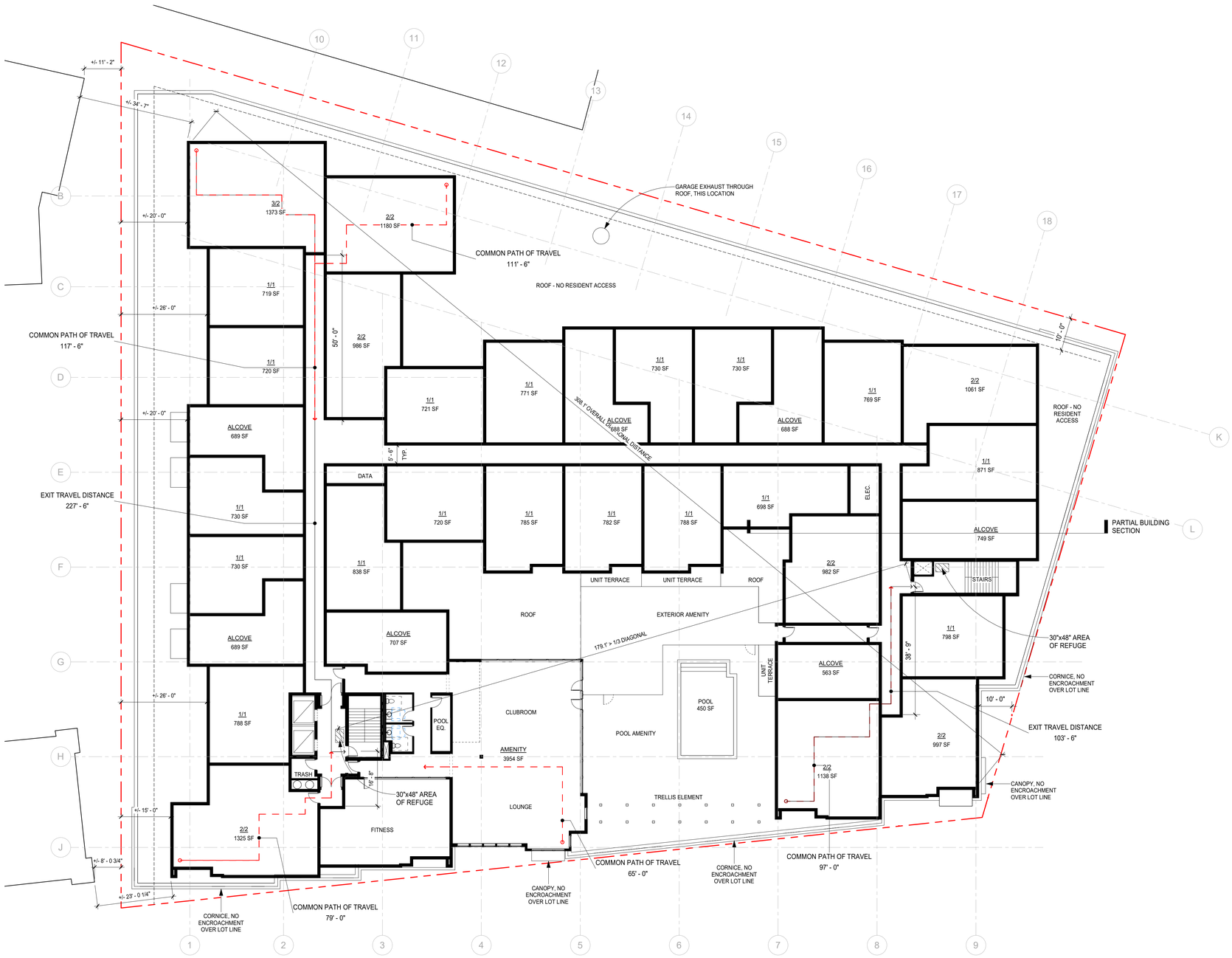
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2021-06-09	Planning Commission Resubmittal

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PROJECT MANAGER
J. CAESAR
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T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Level 2 Parking

SHEET NUMBER
A.02



2 LEVEL 3 - FLOOR PLAN
1/16" = 1'-0"

0' 8' 16' 32'

N

PLOT DATE: 6/9/2021 11:41:04 AM

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J. CAESAR
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T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Level 3

SHEET NUMBER
A.03



2 LEVEL 4
1/16" = 1'-0"

0' 8' 16' 32'

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CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
Downers Grove, IL

PROJECT NUMBER
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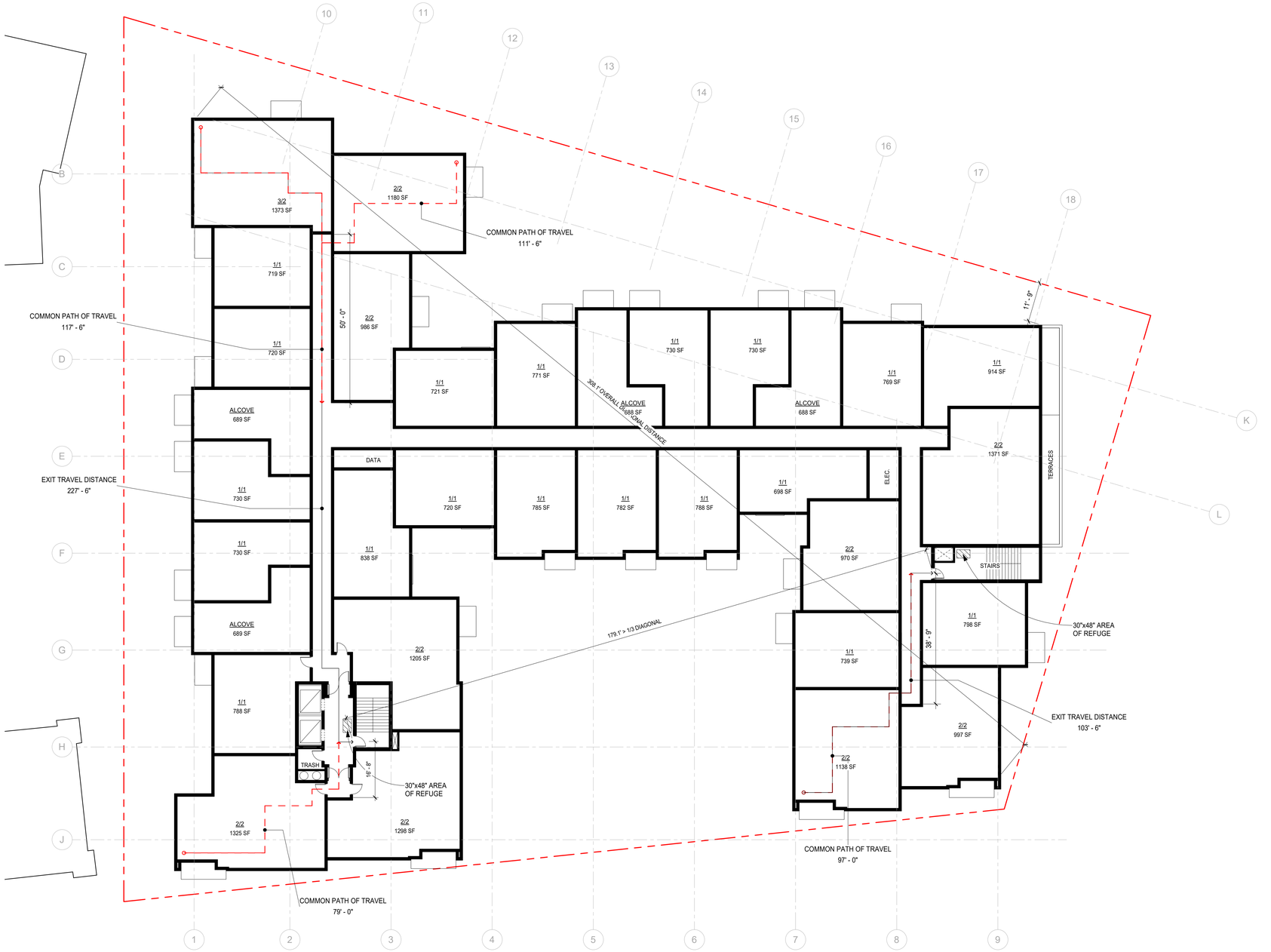
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PROJECT MANAGER
J. CAESAR
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T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Levels 4-5

SHEET NUMBER
A.04



2 LEVEL 6
1/16" = 1'-0"

0' 8' 16' 32'

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CONSULTANT

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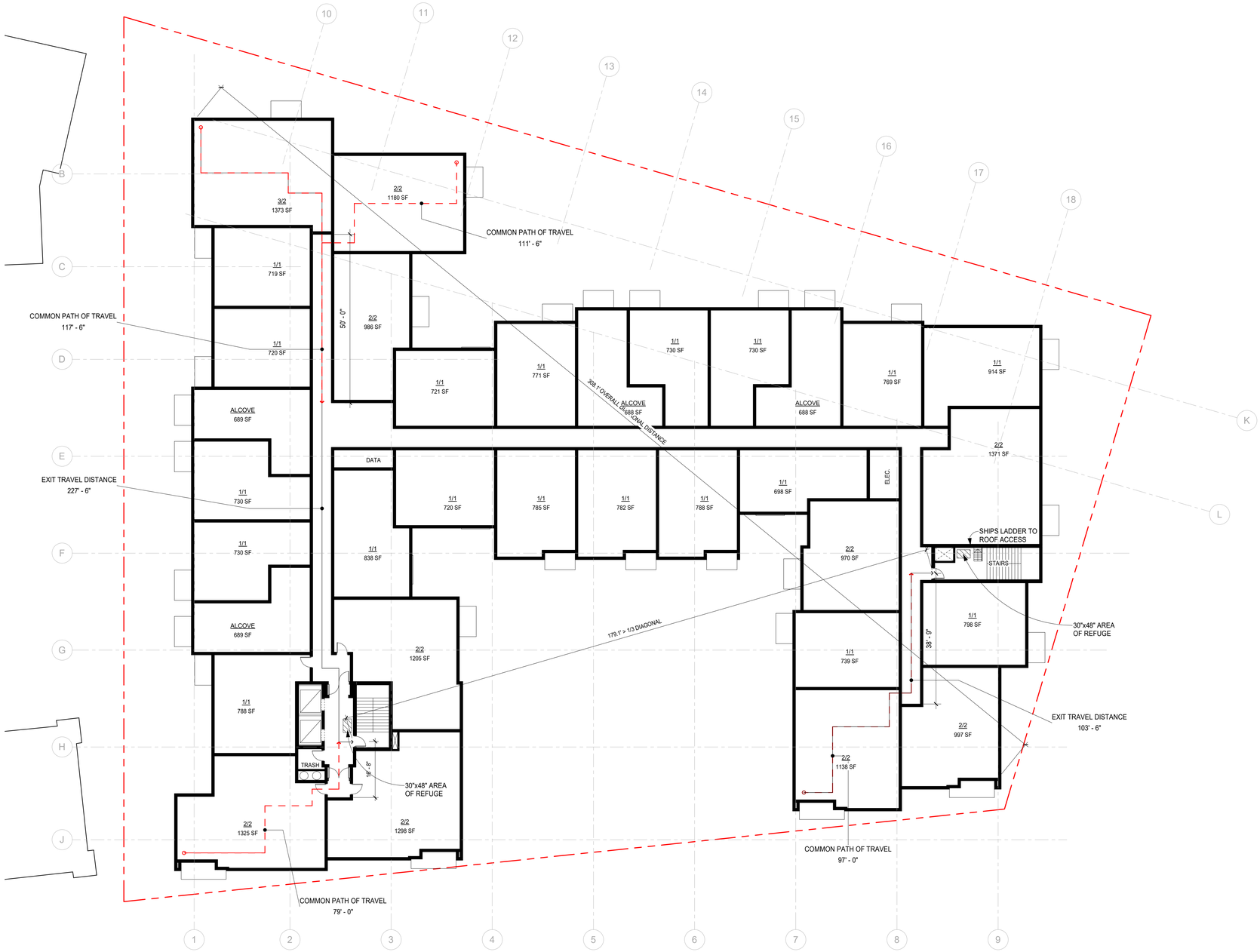
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J. CAESAR
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T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Level 6

SHEET NUMBER
A.05



2 LEVEL 7
1/16" = 1'-0"

0' 8' 16' 32'

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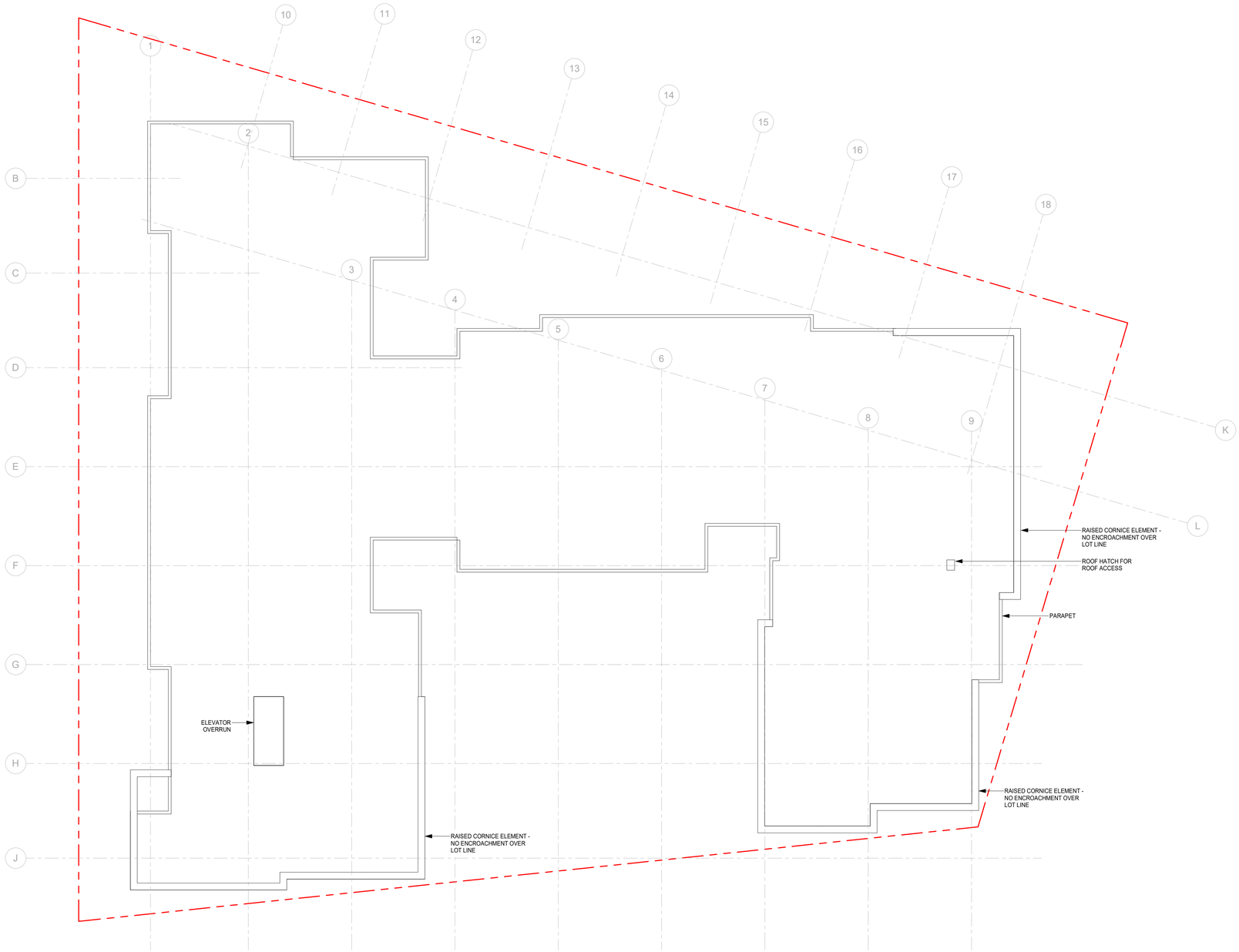
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PROJECT MANAGER
J. CAESAR
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T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Level 7

SHEET NUMBER
A.06



1 ROOF DECK
1/16" = 1'-0"

0' 8' 16' 32'

N

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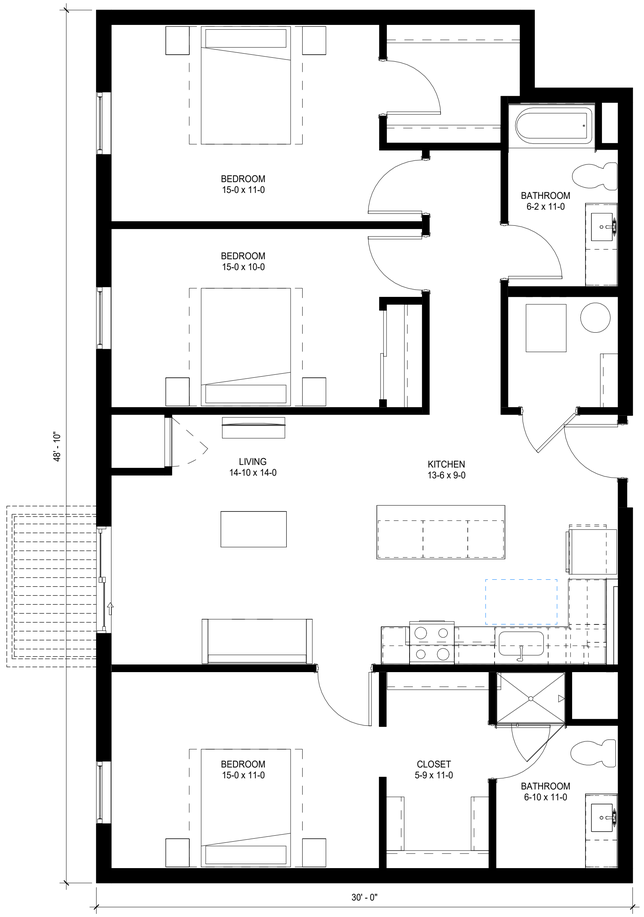
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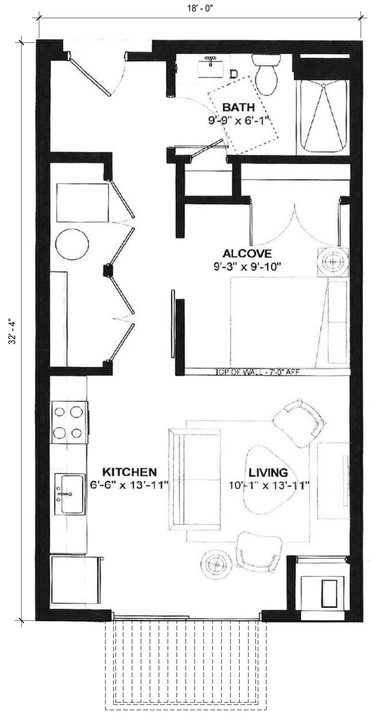
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SHEET TITLE
Level Roof

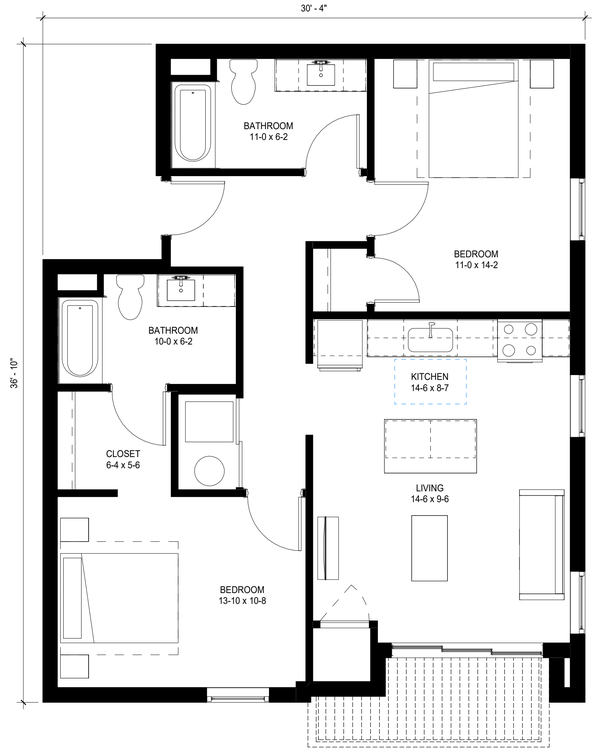
SHEET NUMBER
A.07



3 BED / 2 BATH
1425 SF



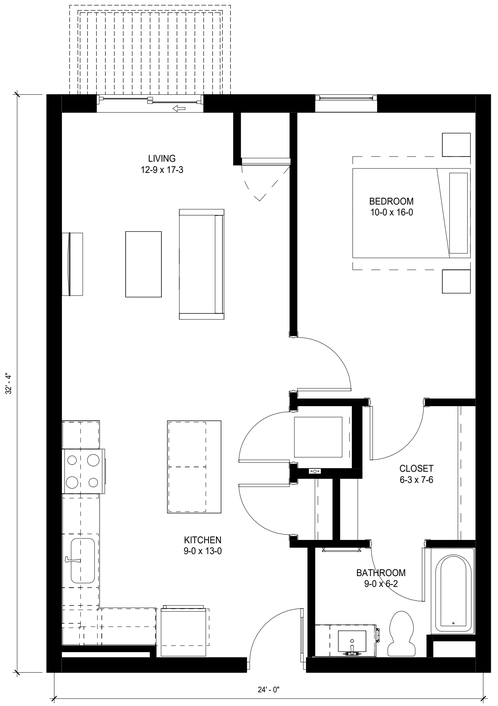
SMALL ALCOVE UNIT
580 SF



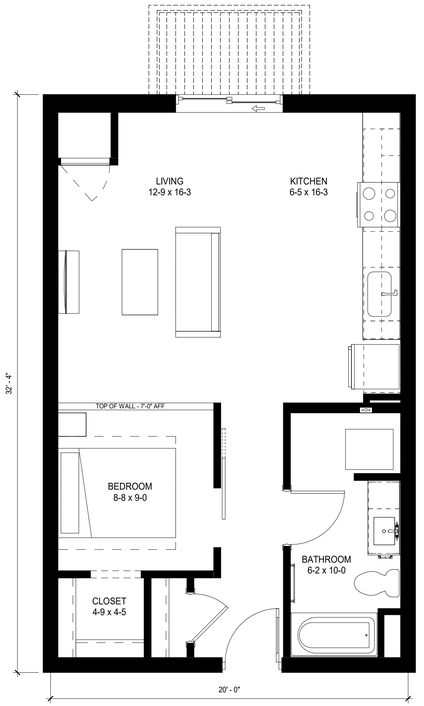
TWO BED / TWO BATH
CORNER UNIT WITH INSET BALCONY
1000 SF



TWO BED / TWO BATH
1050 SF



ONE BED / ONE BATH
775 SF



ALCOVE
645 SF

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CONSULTANT

PROJECT
Downers Grove Multi-Family

PROJECT ADDRESS
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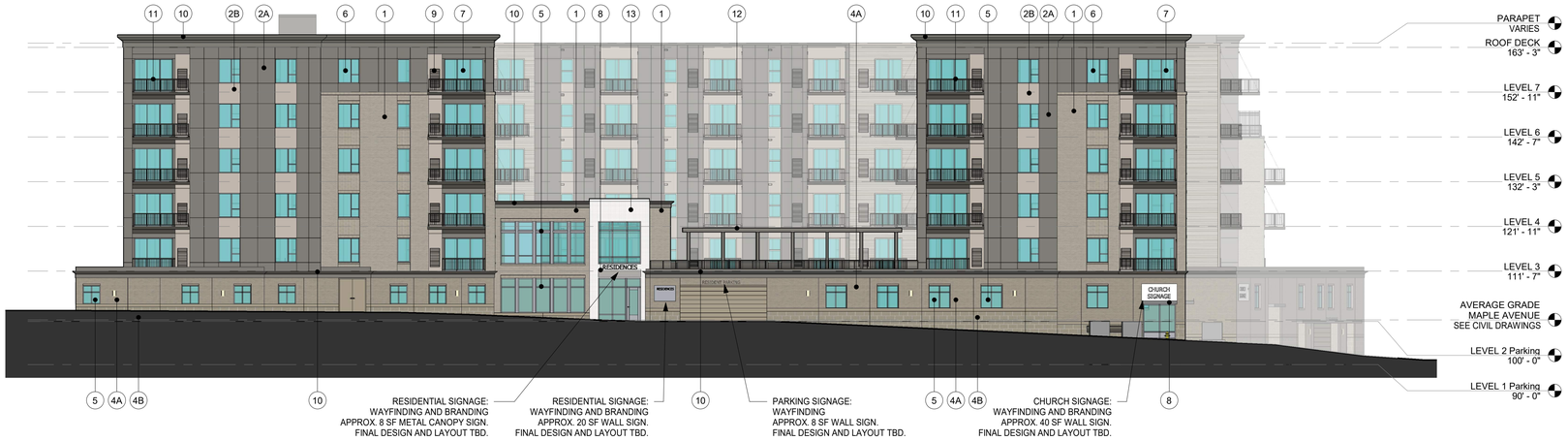
DATE
05/10/21
PROJECT MANAGER
J. CAESAR
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Typical Unit Plans

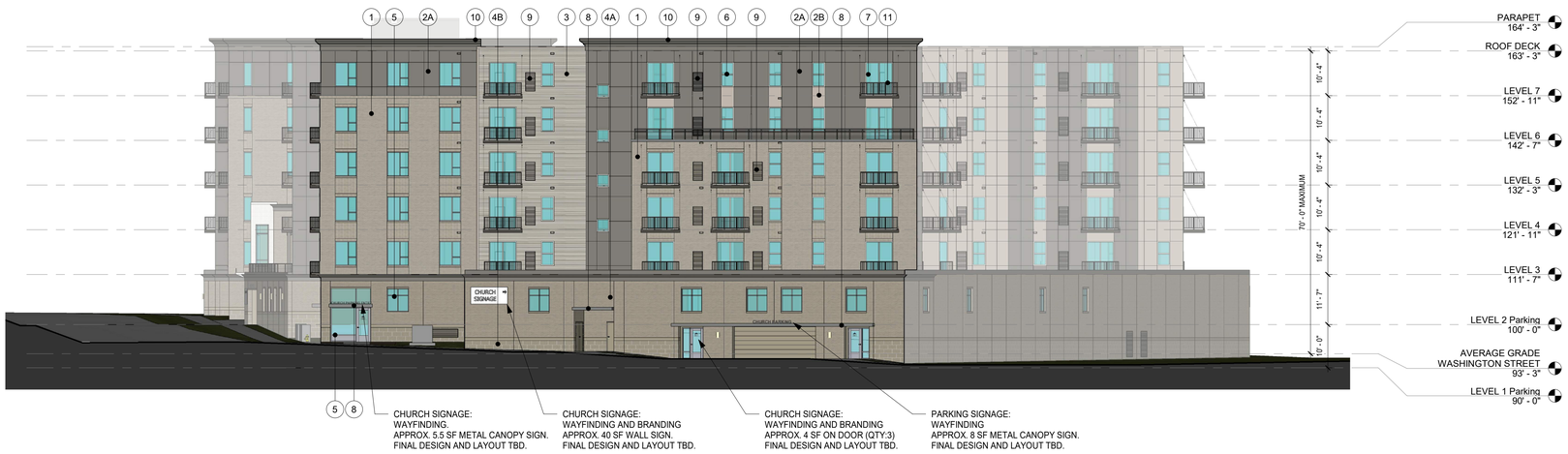
SHEET NUMBER
A.08

PLOT DATE: 6/9/2021 11:41:08 AM



1 South Elevation

1/16" = 1'-0"



2 East Elevation

1/16" = 1'-0"

KEYNOTE LEGEND

1	SANDSTONE BRICK
2A	PREFINISHED FIBER CEMENT PANEL COLOR 1
2B	PREFINISHED FIBER CEMENT PANEL COLOR 2
3	PREFINISHED METAL PANEL
4A	PAINTED BRICK FORMLINER PRECAST PANEL
4B	PAINTED BLOCK FORMLINER PRECAST PANEL
5	ALUMINUM STOREFRONT WINDOWS
6	VINYL WINDOW SANDSTONE FINISH, OPERABLE (U.N.O.)
7	VINYL DOORS SANDSTONE FINISH
8	PREFINISHED METAL AWNINGS
9	MECHANICAL GRILL FINISHED TO MATCH ADJACENT
10	PREFINISHED FIBER CEMENT CORNICE
11	METAL BALCONY WITH METAL RAILINGS
12	WOOD LIKE TRELLIS ELEMENT
13	SPECIALTY MASONRY CLADDING

OPUS
THE OPUS GROUP

Opus AE Group, L.L.C.
10350 Bren Road West
Minnetonka, MN 55343-0110
952-656-4444

Opus Design Build, L.L.C.
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952-656-4444

CONSULTANT

PROJECT

Downers Grove Multi-Family

PROJECT ADDRESS
926 Maple Street
Downers Grove, IL

PROJECT NUMBER
31796

ISSUE RECORD

2021-02-26	Planning Commission Submittal
2021-04-05	Planning Commission Resubmittal
2021-04-30	Planning Commission Resubmittal
2021-06-09	Planning Commission Resubmittal

DATE
06/07/21
PROJECT MANAGER
J. CAESAR
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

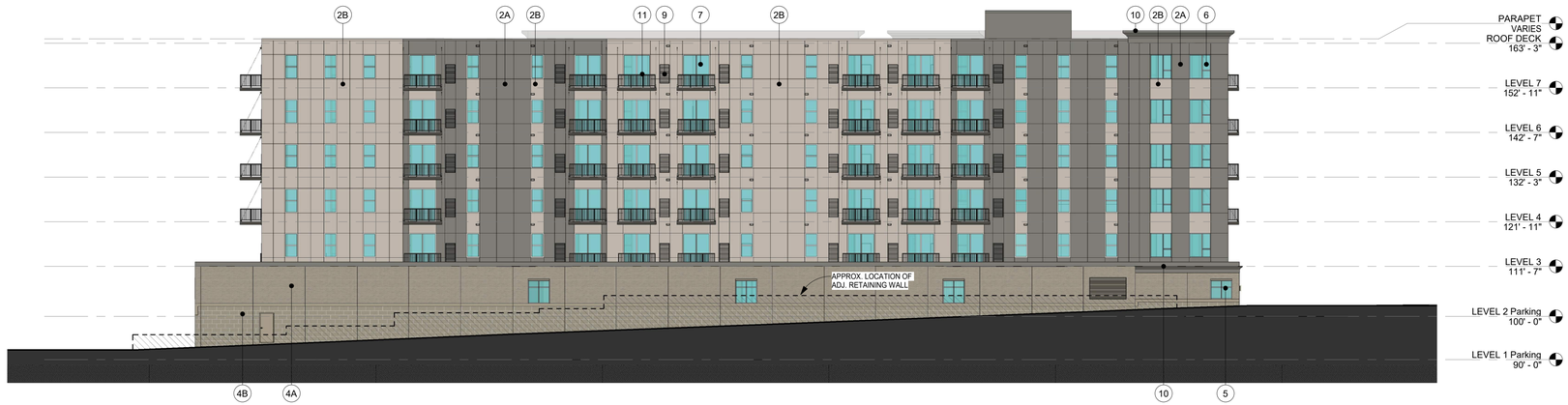
SHEET TITLE
Concept Elevations

SHEET NUMBER
A.09

PLOT DATE: 6/9/2021 11:41:10 AM



1 North Elevation
1/16" = 1'-0"



2 West Elevation
1/16" = 1'-0"

KEYNOTE LEGEND

1	SANDSTONE BRICK
2A	PREFINISHED FIBER CEMENT PANEL COLOR 1
2B	PREFINISHED FIBER CEMENT PANEL COLOR 2
3	PREFINISHED METAL PANEL
4A	PAINTED BRICK FORMLINER PRECAST PANEL
4B	PAINTED BLOCK FORMLINER PRECAST PANEL
5	ALUMINUM STOREFRONT WINDOWS
6	VINYL WINDOW SANDSTONE FINISH, OPERABLE (U.N.O.)
7	VINYL DOORS SANDSTONE FINISH
8	PREFINISHED METAL AWNINGS
9	MECHANICAL GRILL FINISHED TO MATCH ADJACENT
10	PREFINISHED FIBER CEMENT CORNICE
11	METAL BALCONY WITH METAL RAILINGS
12	WOOD LIKE TRELLIS ELEMENT
13	SPECIALTY MASONRY CLADDING

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SHEET TITLE
Concept Elevations

SHEET NUMBER
A.10

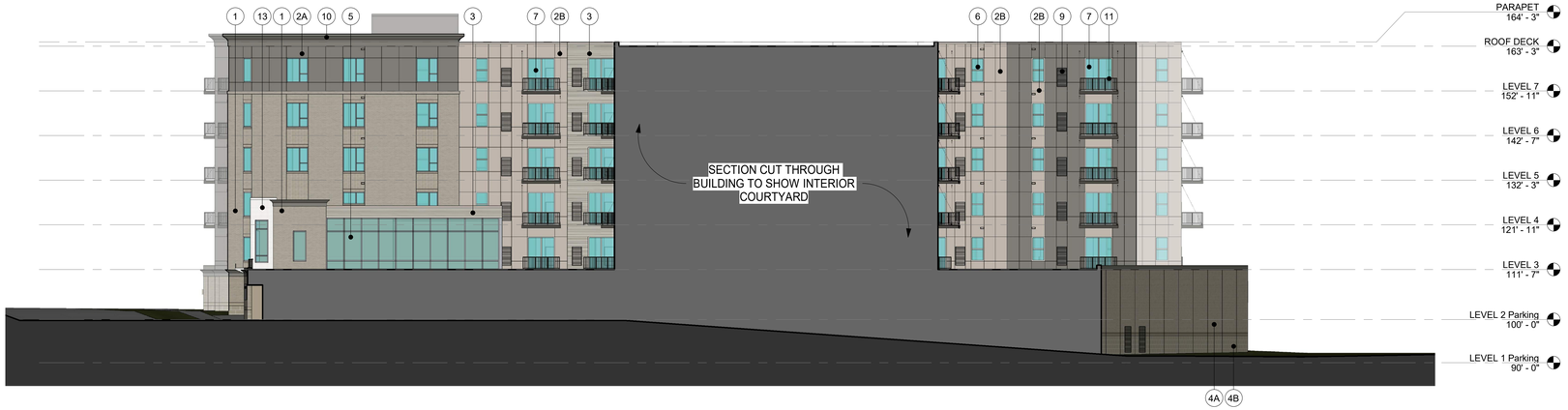
PLOT DATE: 6/9/2021 11:41:11 AM



1 West Courtyard Elevation
1/16" = 1'-0"



2 South Courtyard Elevation
1/16" = 1'-0"



3 East Courtyard Elevation
1/16" = 1'-0"

KEYNOTE LEGEND

1	SANDSTONE BRICK
2A	PREFINISHED FIBER CEMENT PANEL COLOR 1
2B	PREFINISHED FIBER CEMENT PANEL COLOR 2
3	PREFINISHED METAL PANEL
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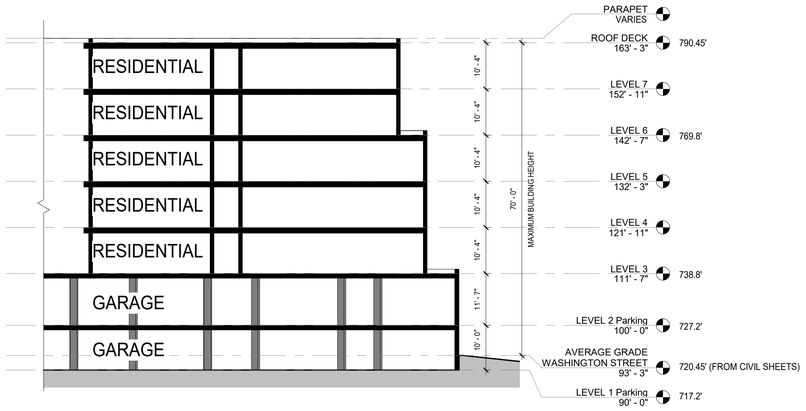
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D. NEWINS

REGISTRATION

SHEET TITLE
Concept Elevations

SHEET NUMBER
A.11

PLOT DATE: 6/9/2021 11:41:14 AM



1 Partial Building Section

1/16" = 1'-0"



Massing Image of Building within the Block

Conceptual Rendering For Illustrative Purposes Only. Refer to Architectural, Civil and Landscape Drawings for Details.

Downers Grove Multi-Family

Downers Grove, IL

Levels	Use	Total GSF	Garage GSF	Apt GSF	Apt RSF	Amenity/ Lobby	Exterior Amenity	Resid. Parking	M-cycle Parking	Church Parking
Level 7	R	32,866		32,866	29,069					
Level 6	R	32,866		32,866	29,069					
Level 5	R	33,261		33,261	29,464					
Level 4	R	33,261		33,261	29,464					
Level 3	A, R	35,544		35,544	27,505	3,954	4,800			
Level 2	L, P	54,064	50,485	3,579		2,044		151	13	
Level 1	P	54,028	51,622	2,406				77	7	71
Total		**275,890**	**102,107**	**173,783**	**144,571**	**5,998**	**4,800**	**228**	**5**	**71**
								SEE NOTE 1	SEE NOTE 2	

Small Alcove	Alcove	1 Bed / 1 Bath	2 Bed / 2 Bath	3 Bed / 2 Bath	Units	Beds
	4	19	9	1	33	44
	4	19	9	1	33	44
	5	19	9	1	34	45
	5	19	9	1	34	45
	7	18	7	1	33	42
0	**25**	**94**	**43**	**5**	**167**	**220**
0%	**15%**	**56%**	**26%**	**3%**		
	700	760	1130	1373	866	
	563-749	698-871	970-1325	1373		

A - Amenity
L - Lobby
P - Parking
R - Residential

Table 1 - Project Summary

Notes:	
Total Apartment GSF	178,583
Total Garage GSF	102,107
Total Project GSF*	280,690

*Includes Exterior Amenity

Table 2 - Apartment Summary

Notes:	
Total Units	**167**
Typ. Floor Efficiency (Rental SF / Gross SF)	88.6%
Total Stalls	**233**
Parking Stall / Unit Ratio	1.40

Table 3 - Parking Analysis

Notes:			
User	Ordinance	Required	Proposed
Multi-Family Residential	1.4 Per Dwelling Unit	234.0 (233.8)	233
Church	(none)	0	71
Accessible	(8 per 301-400)	(8)	(8)
Total		234	304
		SEE NOTE 1	

Parking Breakdown Table				
Level	Church Parking	M-Cycle Parking	Resident Parking	Accessible Stalls
Level 2	0	12	151	2
Level 1	71	8	77	6
Total	71	20	228	8

NOTE 1: Total parking count includes tandem stalls, accessible spaces, and the motorcycle substitution spaces.

NOTE 2: Per Sec. 7.050 C.: In parking lots containing over 20 motor vehicle parking spaces, motorcycle or scooter parking may be substituted for up to 5 automobile parking spaces or 5% of required motor vehicle parking, whichever is less. For every 4 motorcycle or scooter parking spaces provided, the automobile parking requirement is reduced by one space.

Per Sec. 7.100. B.2.: Stall dimensions may be reduced by up to 6 inches in width and length in parking lots containing more than 50 parking spaces if a parking study demonstrates that parking activity is projected at medium to low turnover conditions, defined as Class B or C by the Institute of Transportation Engineers (ITE), and that the typical parking space in such lot or structure will be occupied by no more than one or 2 different vehicles during the course of the business day. Stall size reductions are not allowed for parallel spaces.
Most 90 deg stalls shown at the reduced width and length U.N.O.

Per Sec. 7.100. A.1.: Tandem stalls shall be assigned to the same DU.

Table 4 - Project Information

Notes:	
Address	926 Maple Street Downers Grove, IL
Lot Area	1.35 Acres (58,890 SF)
PIN(s)	0908306033 0908306034 0908306035
Existing Use	Surface Parking Lot Commercial, Residential
Proposed Use	Multi-Family Residential
Petition Type	Special Use, PUD, Rezoning and Administrative Lot Consolidation
Deviations	Reduce lot area required per dwelling unit to allow 167 unit (vs. 73 units) Reduce Parking Count by 1 stall Allow balcony property line overhang on Maple

Table 5 - Zoning Summary

	Factor	Required	Proposed	Meets Requirement	Difference (if variance)
Zoning		DB	DB	yes	
Lot Area per Dwelling Unit (SF/Unit)	Min.	800	353	no	-447
North Setback	Min.	0'	6.33	yes	
South Setback	Min.	0'	1.5	yes	
East Setback	Min.	0'	0.75	yes	
West Setback	Min.	0'	4.0	yes	
Floor Area Ratio	Max.	-	4.45	yes	
Building Height	Min./Max.	32' / 70'	70'	yes	
Parking Spaces	Min.	234 (233.8)	233	no	-1
Building Coverage	Min.	-	86%	yes	
Maple Build-to	Min.	80%	98%	yes	
Washington Build-to	Min.	30%	89%	yes	
SE Corner Build-to	Min./max.	0'/10'	2'-8"/10'-0"	yes	
Off-Street Loading Zones*	Min.	3	3	yes	

* Note: Loading to occur along Maple Avenue (5 parallel stalls). Stalls will be loading zone during specific hours.

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Downers Grove Multi-Family

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J. CAESAR
DRAWN BY
T. GROTHE
CHECKED BY
D. NEWINS

REGISTRATION

SHEET TITLE
Project Information

SHEET NUMBER
A.12



View Toward Church Parking Entry

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DATE
06/08/21
PROJECT MANAGER
J. CAESAR
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Designer
CHECKED BY
Checker

REGISTRATION

SHEET TITLE
Project Images

SHEET NUMBER

A.13



View Toward Entry and Amenity Space

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PROJECT

Downers Grove Multi-Family

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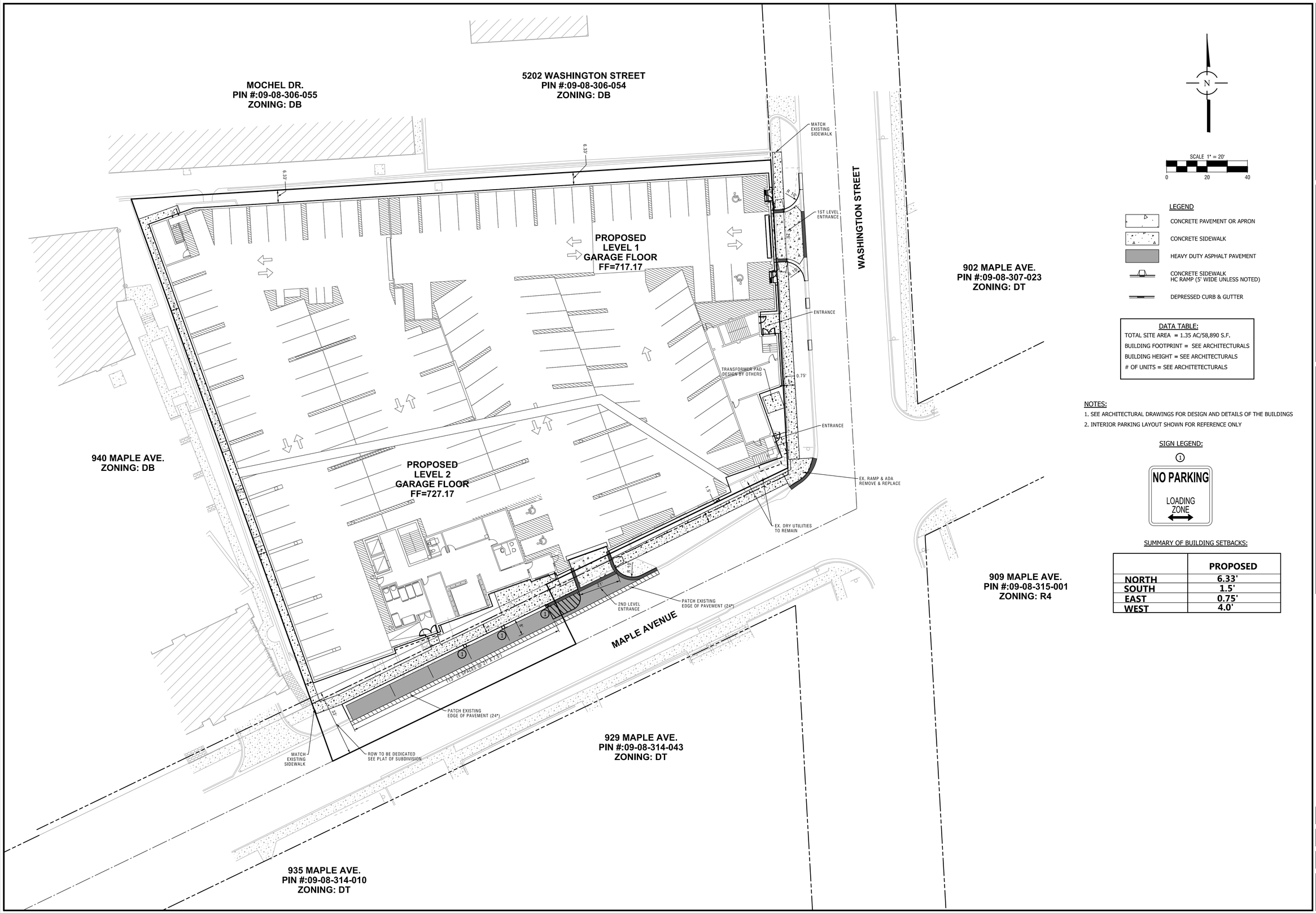
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05/10/21
PROJECT MANAGER
J. CAESAR
DRAWN BY
Designer
CHECKED BY
Checker

REGISTRATION

SHEET TITLE
Project Images

SHEET NUMBER

A.14



N

SCALE 1" = 20'

0 20 40

LEGEND

- CONCRETE PAVEMENT OR APRON
- CONCRETE SIDEWALK
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK HC RAMP (5' WIDE UNLESS NOTED)
- DEPRESSED CURB & GUTTER

DATA TABLE:

TOTAL SITE AREA = 1.35 AC/58,890 S.F.
BUILDING FOOTPRINT = SEE ARCHITECTURALS
BUILDING HEIGHT = SEE ARCHITECTURALS
OF UNITS = SEE ARCHITETECTURALS

NOTES:

1. SEE ARCHITECTURAL DRAWINGS FOR DESIGN AND DETAILS OF THE BUILDINGS
2. INTERIOR PARKING LAYOUT SHOWN FOR REFERENCE ONLY

SIGN LEGEND:

1

NO PARKING
LOADING ZONE

SUMMARY OF BUILDING SETBACKS:

	PROPOSED
NORTH	6.33'
SOUTH	1.5'
EAST	0.75'
WEST	4.0'

NO.	DATE	REMARKS
8	06/08/21	PER COORDINATION WITH OPUS
7	05/07/21	PER COORDINATION WITH OPUS & VILLAGE
6	04/29/21	PER COORDINATION WITH OPUS
5	04/16/21	PER VILLAGE REVIEW
4	03/29/21	PER COORDINATION WITH OPUS
3	03/19/21	PER VILLAGE REVIEW
1	02/18/21	PER COORDINATION WITH OPUS

GEOMETRIC PLAN

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

SPACECO INC.

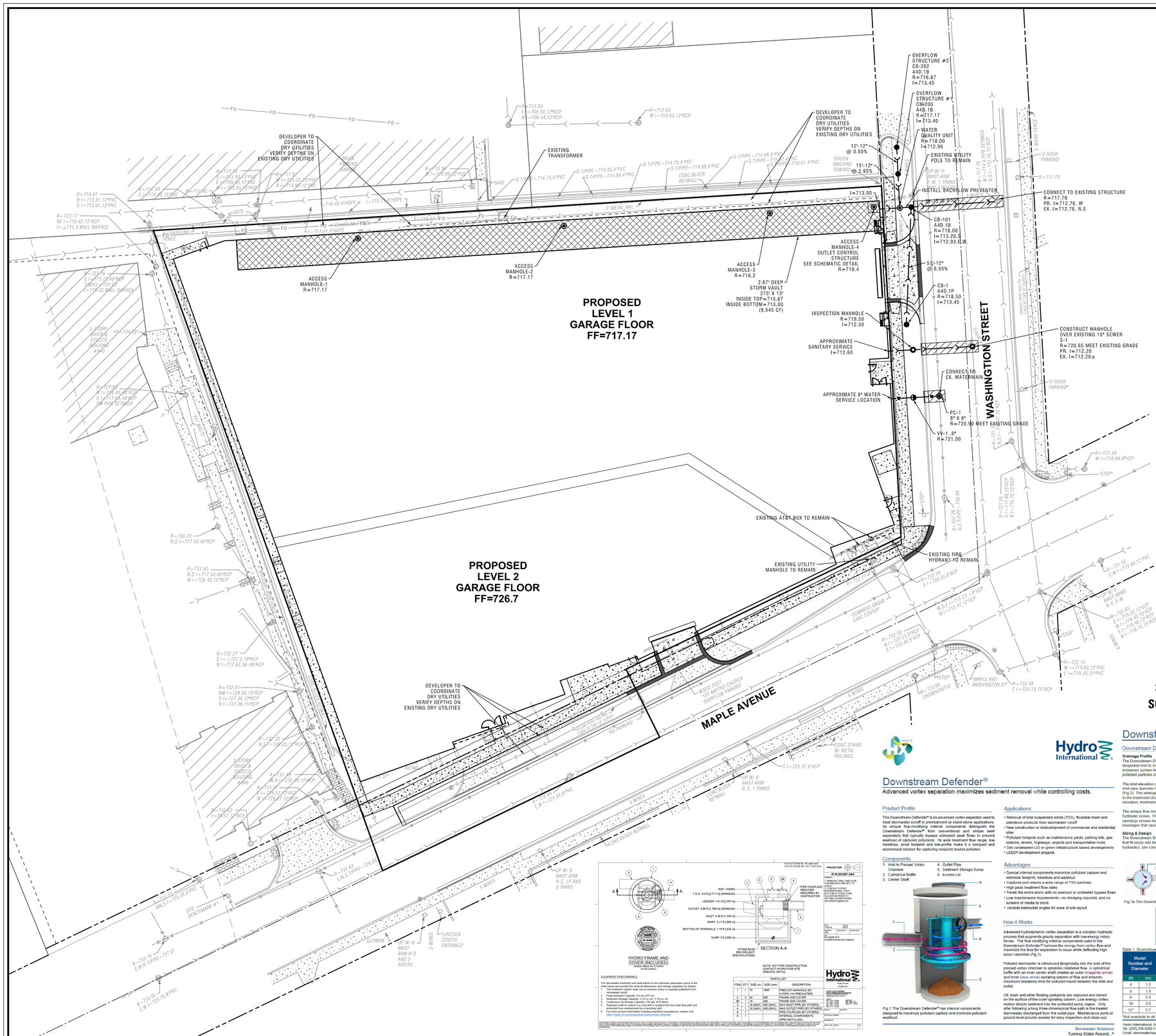
FILENAME: 11017P-GM.DGN

DATE: 02/08/21

JOB NO. 11017

SHEET GM

5 OF 15



LEGEND

- STORM SEWER
- WATER MAIN
- SANITARY SEWER
- STORM STRUCTURE
- PRESSURE CONNECTION
- VALVE VAULT
- SANITARY MANHOLE
- UNDERGROUND BMP VAULT (2.67' DEEP)
- PAVEMENT REMOVE & RESTORE

SCALE 1" = 20'

0 20 40

N

STORM STRUCTURE LEGEND

STRUCTURE ABBREVIATION
STRUCTURE NUMBER
M-100
A4D,1P
FRAME AND LID TYPE
DIAMETER & SIZE OF STRUCTURE
TYPE OF STRUCTURE

STORM STRUCTURE ABBREVIATIONS

I = INLET
CB = CATCH BASIN
M = MANHOLE

NOTES:

1. ALL STORM SEWERS SHALL BE RCP CL-IV UNLESS NOTED OTHERWISE.
2. ALL WATER MAINS SHALL BE D.I.P.-CLASS 52 UNLESS NOTED OTHERWISE. MEGALUGGS AND THRUST BLOCKS ARE REQUIRED FOR ALL WATERMAIN FITTINGS.
3. INDICATES TRENCH BACKFILL REQUIRED.
4. FRAME AND GRATE/LID FOR STORM SEWER STRUCTURES
   1B - INLET, CATCH BASIN-NEENAH R-4340-B WITH BEEHIVE TYPE GRATE
   1C - MANHOLE-NEENAH R-2504-C FRAME WITH TYPE "B" CLOSED LID
   1P - INLET, CATCH BASIN-NEENAH R-2504-C WITH TYPE "G" GRATE
5. ALL RESTRAINED WATER MAIN JOINTS SHALL BE U.S. PIPE "FIELD LOK" GASKET OR APPROVED EQUAL.
6. ALL UTILITY LOCATIONS AT BUILDING TO BE COORDINATED WITH MEP PLANS.
7. CONTRACTOR TO VERIFY LOCATION OF ALL EX. UTILITIES PRIOR TO CONSTRUCTION TO VERIFY ANY CONFLICTS WITH THE EXISTING AND PR. WATERMAIN & SANITARY SEWERS. PIPE LOCATIONS WERE ESTIMATED FROM ORIGINAL DESIGN DRAWINGS AND THE FIELD SURVEY OBSERVATIONS AND IS MEANT AS A GUIDE ONLY. CONTRACTOR TO VERIFY BUILDING SERVICE LOCATION WITH ARCH. PLANS PREPARED BY OTHERS.
8. EXISITNG & PROPOSED DRY UTILITIES ARE SHOWN FOR REFERENCE ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE LOCATION OF EXISTING DRY UTILITIES AND TO COORDINATE THE REMOVAL OR ABANDONMENT OF ALL DRY UTILITIES WITH THEIR CORRESPONDING OWNERS.
9. ALL FENCING SHOWN ON THE PLANS IS FOR LOCATION AND REFERENCE ONLY. FENCE TYPE AND CONSTRUCTION SPECFICITIONS ARE BY OTHERS.
10. SEE MEP PLANS FOR ALL REQUIRED IMPROVEMENTS TO THE PUMP ROOM AND INTERNAL FIRE PROTECTION PREPARED BY OTHERS. SERVICE LOCATIONS ARE APPROXIMATE AND SHOWED BE VERIFIED WITH THE MEP DRAWINGS PRIOR TO CONSTRUCTION.
11. DESIGN OF PROPOSED LIGHT POLE TYPES, LOCATIONS, WIRING, AND CIRCUITRY OF LIGHTING WILL BE BY OTHERS.
12. UNDERGROUND VAULT TO HAVE CONCRETE FLOOR & LAYOUT TO BE COORDINATED WITH STRUCTURAL PLANS.

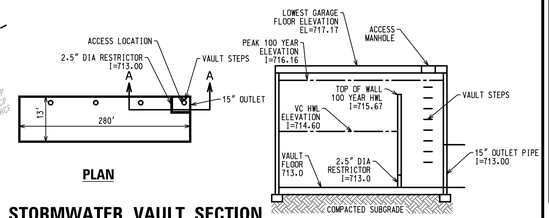
SITE AREA STORAGE & BMP SUMMARY

TOTAL EXISTING STORAGE (PER DESIGN PLANS 1974) = 3,773 C.F.

TOTAL BMP DETENTION STORAGE REQUIRED (1.25") = ±5,900 C.F.

TOTAL STORAGE REQUIRED = 9,690 C.F.

TOTAL STORAGE PROVIDED IN UNDERGROUND VAULT = 9,719 C.F.



PLAN

STORMWATER VAULT SECTION SCHEMATIC W/OCS IN BUILDING

N.T.S.

THRU A – A

VAULT NOTES:

1. DRAWING IS FOR VOLUME PURPOSES ONLY. DESIGN OF VAULT BY FOUNDATION ENGINEER. PROVIDE DRAWING TO CIVIL ENGINEER FOR VOLUME CONFORMANCE.
2. VAULT TO BE WATERTIGHT.
3. VAULT TO REQUIRED SEPERATION FROM ANY WALL OF BUILDING STRUCTURE. SEPERATION TO BE DETERMINE IN COORDINATION WITH BUILDING ARCHITECT, STRUCTURAL DESIGNER, AND GEOTECHNICAL ENGINEER.
4. FOUNDATION PLANS TO INCLUDE VENTING FROM VAULT.
5. ORIENT ACCESS LOCATIONS TO BE ABLE TO ACCESS VAULT STEPS.
6. RESILIENT WATERTIGHT CONNECTION REQUIRED BETWEEN STRUCTURE AND PIPES PER ASTM C-923.

Fig.1 The Downstream Defender® has internal components designed to maximize pollutant capture and minimize pollutant washout.

Downstream Defender®

Advanced vortex separation maximizes sediment removal while controlling costs.

Product Profile

The Downstream Defender® is an advanced vortex separator used to treat stormwater runoff in pretreatment or stand-alone applications. Its unique flow-modifying internal components distinguish the Downstream Defender® from conventional and simple swirl separators that typically bypass untreated peak flows to prevent washout of captured pollutants. Its wide treatment flow range, low headloss, small footprint and low-profile make it a compact and economical solution for capturing nonpoint source pollution.

Components

1. Inlet to Pressed Vortex Chamber
2. Cylindrical Baffle
3. Center Shaft
4. Outlet Pipe
5. Sediment Storage Sump
6. Access Lid

Applications

- Removal of total suspended solids (TSS), floatable trash and petroleum products from stormwater runoff
- New construction or redevelopment of commercial and residential sites
- Pollutant hotspots such as maintenance yards, parking lots, gas stations, streets, highways, airports and transportation hubs
- Site constrained LID or green infrastructure based developments
- LEED® development projects

Advantages

- Special internal components maximize pollutant capture and minimize footprint, headloss and washout
- Captures and retains a wide range of TSS particles
- High peak treatment flow rates
- Treats the entire storm with no washout or untreated bypass flows
- Low maintenance requirements –no dredging required, and no screens or media to block
- Variable inletoutlet angles for ease of site layout

How it Works

Advanced hydrodynamic vortex separation is a complex hydraulic process that augments gravity separation with low-energy rotary forces. The flow modifying internal components used in the Downstream Defender® harness the energy from vortex flow and maximize the time for separation to occur while deflecting high scour velocities (Fig.1).

Polluted stormwater is introduced tangentially into the side of the precast vortex chamber to establish rotational flow. A cylindrical baffle with an inner center shaft creates an outer (magenta arrow) and inner (blue arrow) spiraling column of flow and ensures maximum residence time for pollutant travel between the inlet and outlet.

Oil, trash and other floating pollutants are captured and stored on the surface of the outer spiraling column. Low energy vortex motion directs sediment into the protected sump region. Only after following a long three-dimensional flow path is the treated stormwater discharged from the outlet pipe. Maintenance ports at ground level provide access for easy inspection and clean-out.

Stormwater Solutions
Turning Water Around...®

Downstream Defender®

Downstream Defender® Design

Drainage Profile
The Downstream Defender® is designed with a submerged tangential inlet to minimize turbulence within the device. Turbulence increases system headlosses and reduces performance by keeping pollutant particles in suspension.

The inlet elevation of the Downstream Defender® is located one inlet pipe diameter lower than the elevation of the outlet invert (Fig.2). This arrangement ensures that influent flows are introduced to the treatment chamber quiescently below the water surface elevation, minimizing turbulence.

The unique flow modifying internal components also minimize hydraulic losses. There are no internal weirs or orifices; large clear openings ensure low headloss at peak flow rates with little risk of blockages that cause upstream flooding.

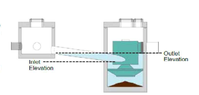


Fig.2 The Downstream Defender® has a submerged inlet that reduces headloss and improves efficiency of pollutant capture.

Sizing & Design
The Downstream Defender® can be used to meet a wide range of stormwater treatment objectives. It is available in 5 precast models that fit easily into the drainage network (Table 1). Selection and layout of the appropriate Downstream Defender® model depends on site hydraulics, site constraints and local regulations. Both online (Fig.3a) and offline (Fig.3b) configurations are common.

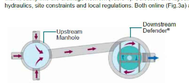


Fig.3a The Downstream Defender® in an online configuration.

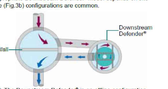


Fig.3b The Downstream Defender® in an offline configuration.

Free Downstream Defender® Sizing Calculator for Engineers

The Downstream Defender® Sizing Calculator is a simple online tool that recommends the best model size and online/offline arrangement based on site-specific data entered by the user.

Go to **www.hydro-int.com/us/products/downstream-defender** and click on the *Downstream Defender® Sizing Calculator* icon.

Table 1. Downstream Defender® Design Chart.

Model Number and Diameter		Peak Treatment Flow Rate		Maximum Pipe Diameter		Oil Storage Capacity		Sediment Storage Capacity		Minimum Distance from Outlet Invert to Top of Rim		Standard Height from Outlet Invert to Sump Floor	
(ft)	(m)	(cfs.)	(L/s.)	(in)	(mm)	(gal)	(L)	(yd³)	(m³)	(ft)	(m)	(ft)	(m)
4	1.2	3.0	85	12	300	70	265	0.70	0.53	2.8	0.85	4.1	1.25
6	1.8	8.0	227	18	450	210	810	2.10	1.61	3.2	0.98	5.9	1.80
8	2.4	15.0	425	24	600	540	2,044	4.65	3.56	4.2	1.28	7.7	2.35
10	3.0	25.0	708	30	750	1,050	3,975	8.70	6.65	5.0	1.52	9.4	2.85
12'	3.7	38.0	1,076	36	900	1,770	6,700	14.70	11.24	5.6	1.71	11.2	3.41

*Not available in all areas. Contact Hydro International for details.

Hydro International, 94 Hutchins Drive, Portland, ME 04102
Tel: (207) 756.6200 Fax: (207) 756.6212
Email: stormwaterenquiry@hydro-int.com Web: www.hydro-int.com

Stormwater Solutions
Turning Water Around...®

DS0001.10/08

NO.	DATE	REMARKS
8	06/08/21	PER COORDINATION WITH OPUS
5	04/16/21	PER VILLAGE REVIEW
4	03/29/21	PER COORDINATION WITH OPUS
3	03/19/21	PER VILLAGE REVIEW
1	02/18/21	PER COORDINATION WITH OPUS

UTILITY PLAN

OPUS DOWNERS GROVE
DOWNERS GROVE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

SPACECO INC.

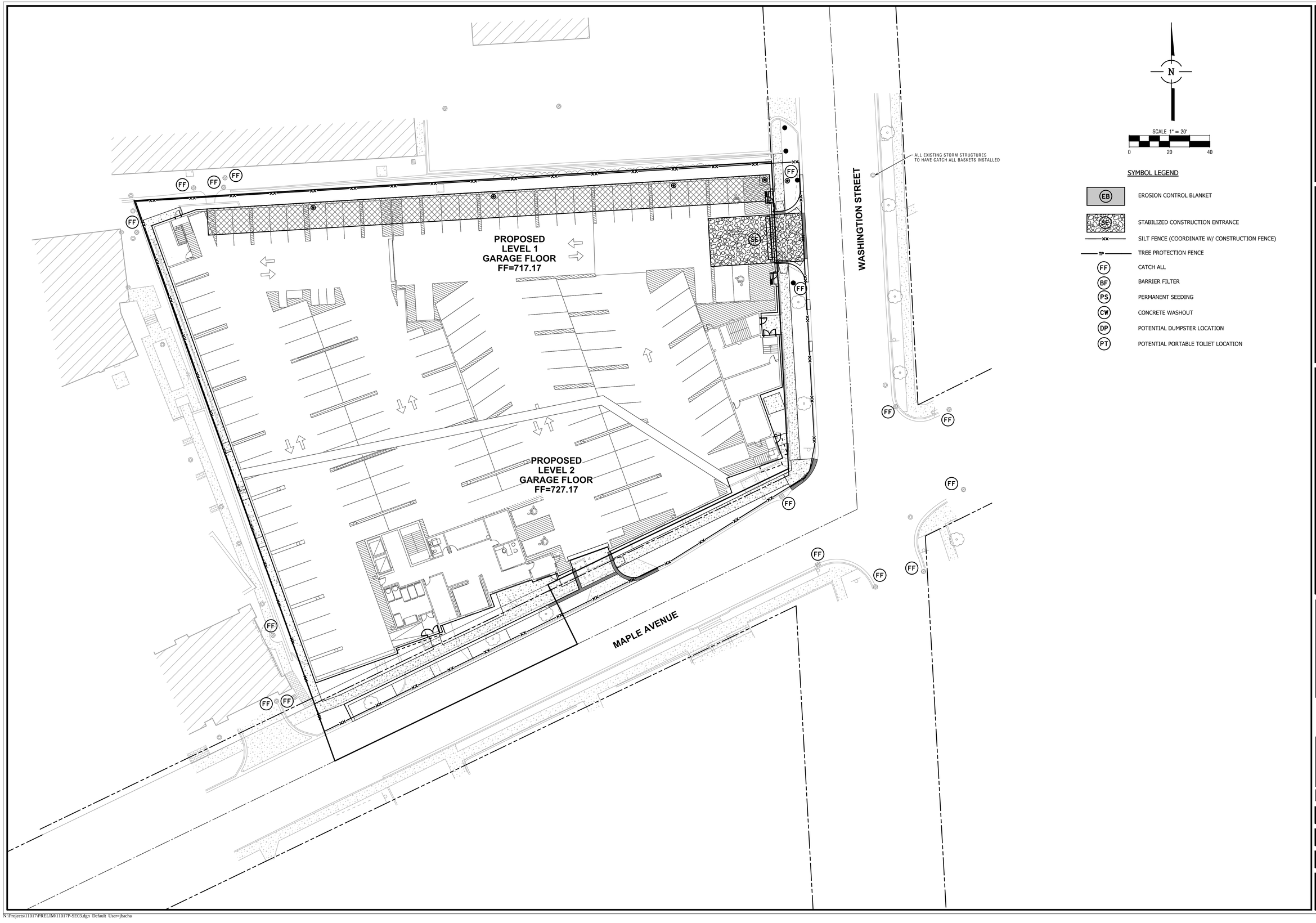
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DATE: 02/08/21

JOB NO. 11017

SHEET UT

7 OF 15



NO.	DATE	REMARKS

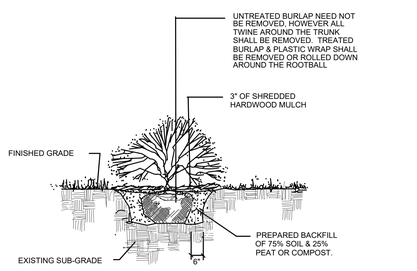
CAUTION: IF THIS SHEET IS NOT 24"x36", THEN IT IS NOT AT THE SCALE INDICATED.

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ TYPE
		DECIDUOUS ORNAMENTAL TREES		
MJ	2	Magnolia x 'Jane'	Jane Magnolia	6' BBcl.
		DECIDUOUS SHRUBS & SHRUB ROSES		
DKR	23	Diervilla r. 'G2X885411'	Red Kodiak Diervilla	#3
HLL	20	Hydrangea p. 'Jane'	Little Lime Hydrangea	#5
HQF	3	Hydrangea p. 'Bulk'	Quick Fire Hydrangea	#5
RDA	23	Rosa 'Meimirrote'	Apricot Drift Rose	#3
RDR	3	Rosa 'Meigalpio'	Red Drift Rose	#3
RDS	7	Rosa 'Meiswetdom'	Drift Sweet Rose	#3
SDPR	9	Spiraea j. 'SMNSJMFR"	Double Play Red Spirea	#3
		EVERGREEN SHRUBS		
TOS	4	Thuja o. 'Smaragd'	Emerald Green Arborvitea	4' BB
TT	9	Thuja o. 'Bailjohn'	Technito Arborvitea	#5
		ORNAMENTAL GRASS		
PHM	42	Panicum v.'Heavy Metal'	Heavy Metal Switch Grass	#1
SPB	5	Schizachyrium s. 'Prairie Blues'	Prairie Blues Little Bluestem	#1
SSC	14	Schizachyrium s. 'Carousel'	Carousel Little Bluestem	#1
		PERENNIALS		
HPM	10	Hemerocallis 'Pardon Me'	Parden Me Daylily	#1
HSDO	10	Hemerocallis 'Stella-de-Oro'	Stella-de-Oro Daylily	#1
HFB	10	Hosta 'Fragrant Bouquet'	Fragrant Bouquet Hosta	#1
HSE	3	Hosta s. 'Elegans'	Elegans Siebold Hosta	#1
LBMC	3	Ligularia d. 'Britt-Marie Crawford'	Black-leaved Ligularia	#2
NBW	31	Nepeta r. 'Blue Wonder'	Blue Wonder Catmint	#1
NWL	7	Nepeta f. 'Walker's Low'	Walker's Low Catmint	#1
SAF	28	Sedum 'Autumn Fire'	Autumn Fire Stonecrop	#1
SBE	19	Stachys b.'Big Ears'	Big Ears Lamb's Ear	#1
		GROUNDCOVERS & VINES		
ABB	4	Ajuga r. 'Bronze Beauty'	Carpet Bugleweed (96 plants)	from 24 flat
SI	1	Sedum 'Immergrunchen'	Little Evergreen Sedum(24 plants)	from 24 flat
SKE	4	Sedum k. var. ellacombeanum	Japanese Stonecrop(96 plants)	from 24 flat

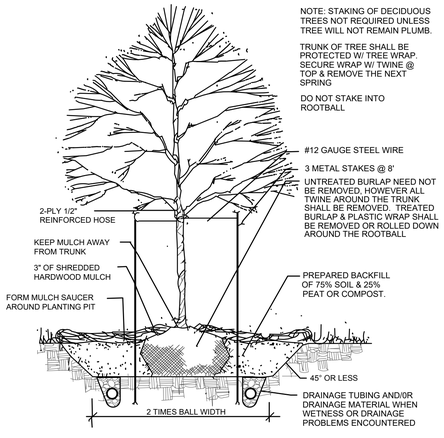
MATERIAL & LABOR LIST:

QTY	ITEM	DESCRIPTION
60 SF	Washed Gravel over Fabric (3" Depth)	
1,180 SF	Wisconsin Degenerated Granite over Fabric (3" Depth)	
TBD SY	Sod	Salt Sod
30 CY	Mulch	Shredded Hardwood Bark
1 CY	Mulch	Southern Pine Bark Fines
6 CY	Mulch	Compost (Yard Waste or Mushroom)



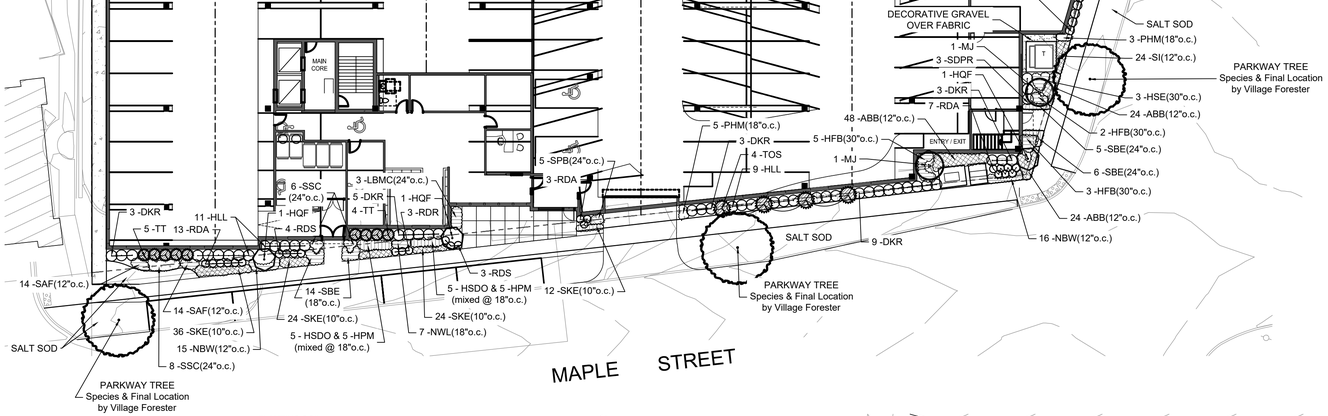
SHRUBS

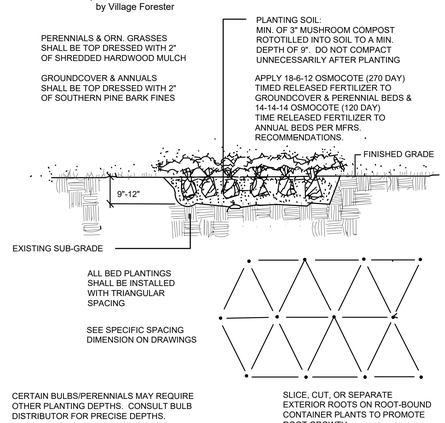
NTS



DECIDUOUS TREE

NTS

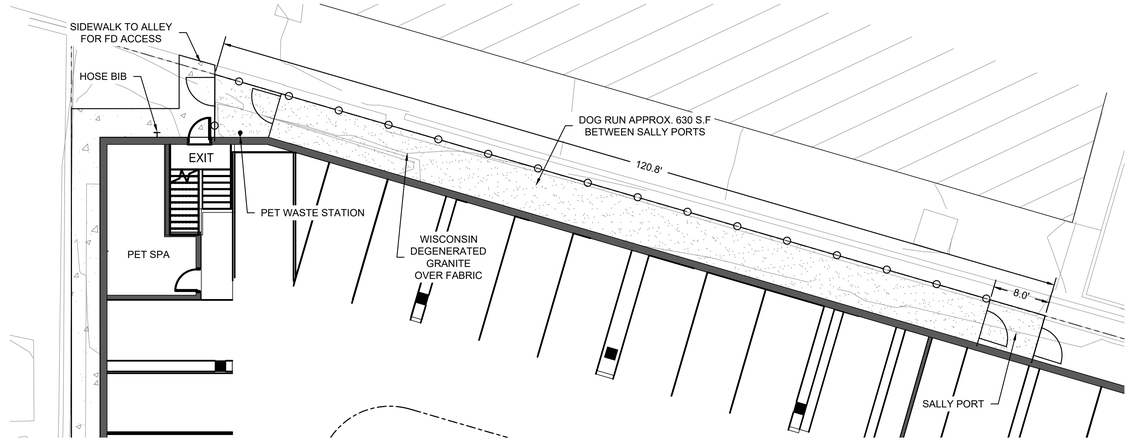




BED PLANTING DETAIL

(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVER & ANNUALS)

NTS



DOG RUN

1"=10'-0"

GENERAL NOTES:

Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sun scald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

All plant material shall be guaranteed for one (1) year from the date of acceptance.

All completed planting beds and tree saucers, except for groundcover beds, shall be mulched with three (3) inches of un-dyed shredded hardwood bark. All groundcover beds shall be mulched with three (3) inches of pine bark fines.

Know what's below. Call before you dig.

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The drawings, specifications, design ideas, and other information contained within as prepared by the Landscape Architect and/or Land Planner for this project are instruments of the Landscape Architect's and/or Land Planner's service, for use solely with respects to this project and, unless otherwise provided, the Landscape Architect and/or Land Planner shall be deemed the author of these documents and shall retain all common law, statutory, and other rights, including copyright. This drawing is not to be reproduced without the expressed written consent of IVES/RYAN GROUP, INC.

REVISIONS

4 - Architectural Revision	06-08-21
3 - Architectural Revision	04-02-21
2 - Village Review #1	03-24-21
1 - Client Review	02-23-21

DOWNERS GROVE MULTI-FAMILY

DOWNERS GROVE, ILLINOIS

STATE OF ILLINOIS
JOHN M. RYAN
No. 157-000129
REGISTERED LANDSCAPE ARCHITECT

EXPIRES: 10/31/2021

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Park & Recreation Design
Site & Community Planning

www.ivesryangroup.com

LANDSCAPE PLAN

PROJECT NO.: L121 JOB NO.: 9274

DATE: 02-22-21
SCALE: 1"=20'
PLANNER: JMR
DRAWN BY:
CHECKED:

SHEET L-5

APPROVED

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

May 17, 2021, 7:00 P.M.

Chairman Rickard called the May 17, 2021 meeting of the Downers Grove Plan Commission to order at 7:00 p.m. and led the Plan Commissioners and public in the recital of the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Rickard, Commissioners Boyle, Dmytryszyn, Johnson, Patel, Maurer, Rector, Toth

ABSENT: Commissioner Majauskas

STAFF: Planning Manager Jason Zawila and Development Planner Flora Ramirez

VISITORS: Paul Robertson (Petitioner), Dean Newins, Michael Worthman, Dan Stevens, Craig Kenmotsu, Luke Zizzo, Matt Gallagher, Olga Olejniczak, Joyce Symowicz, John Symowicz, Charlene Klabacha, Scott Richards, Leo Stark, Barbara Morrow, Don Zimmerman, Stacey Brown, Dennis Gonier, Stacey Brown, Pam Berchardt, Lauren Weil, Bill Muth, Jennifer Engel, Michael Gaubatz, Shannon Lucas, Theresa Schulz, Julie Gaubatz, Glenn Hoffman, Katie Callahan, Jordan West, T. Brynes, Dorilda Rucci, Mary Devries, Lisa Stach, Pete Mesha, Lori Mesha, Karla Klinkler, Austin Klinker, Don Stapleton, Lis Stapleton, James Hill, Carol Hill, Todd Smith, Anna Kirby, Tom Weiler, Stefan Wild, Manwai Lai,

MINUTES

Chairman Rickard asked that the minutes reflect his absence in the first paragraph.

MINUTES OF THE MAY 3, 2021 PLAN COMMISSION MEETING WERE APPROVED, AS CORRECTED, ON MOTION BY COMMISSIONER BOYLE. SECOND BY COMMISSIONER RECTOR. MOTION PASSED UNANIMOUSLY BY VOICE VOTE.

PUBLIC HEARINGS

Chairman Rickard reviewed the procedures for the public hearing and swore in those individuals who would be speaking on the following petition:

FILE 21-PLC-0006: Petition seeking approval of a Planned Unit Development, a rezoning from DB to DB/PUD and a special use to construct a 167-unit apartment building. The property is located on the northwest corner of Washington Street and Maple Avenue, commonly known as 932 Maple Avenue, 928 Maple Avenue, and 5240 Washington Street, Downers Grove, IL (PIN 09-08-306-033, -034, and -035). Opus Development Company, LLC, petitioner; Owners Teachbeyond, Inc., LLC Shulz, LLC and First Baptist Church.

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Chairman Rickard reviewed the procedures and protocol for the public hearing, noting the Committee Room was available for overflow seating and that a live stream of the meeting will occur in that room.

Petitioner, Mr. Paul Robertson, Development Director of Opus Development Corporation, 9700 Higgins Road, Rosemont, IL discussed the background of his company noting the company has developed 15 various projects over the years in Downers Grove.

Mr. Dean Newins, part of the architectural group with Opus Development reviewed the vision/purpose of the project, which was to bring a high quality, mixed-use project to the downtown area following the village's comprehensive plan and its design guidelines. Proposed were 167 units comprised of 1 to 3 bedroom units, 234 residential parking spaces (1.4 stalls per resident) and 71 parking spaces for the Baptist Church. Five levels of residential space and two levels for parking would be created by combining a total of three parcels. Parking would be allowed for the First Baptist Church. A review of the site plan followed. Vehicle access for the parishioners to the Church would be off Washington Street.

Mr. Newins addressed the fact that a neighborhood meeting was held in the Church's sanctuary and the four key points came out of that meeting: 1) the design impedes the view of the Marquis in the northeast corner (sight lines were opened up); 2) how would the residents of the new building walk their pets (a dog run around the site has been created); 3) vehicle cueing off of Maple Street (garage door was moved in further to allow the cue so that vehicles could get off of the street); and 4) loading and trash removal (parallel parking spaces were used to create an appropriate pull-off for delivery/garbage trucks). Starting from the bottom up, a review of the garage parking circulation for the church parishioners and residents followed. Next, the amenity deck followed, and then the residential units moving upward. Examples of the various residential units followed as well as an explanation of the how the village's Design Guidelines played into the development of the structure.

Returning, Mr. Paul Robertson provided various images/views of the development and a streetscape for comparison to nearby buildings (Maple and Main and the Marquis). The proposed height of the building at the southwest corner was 6-7 feet below the Marquis and Mr. Robertson noted the building was within the height requirements for the zoning district. The site was identified as a B-11 catalyst site in the comprehensive plan, it was a multi-family residential project, and the building was stepped back to the east, being respectful of the nearby residential/single-family neighborhood. Because the parcel was a redevelopment site Mr. Robertson believed it would bring more residents to the downtown area and add to its vitality. It was walkable and met the transit-oriented development guidelines. The criteria for the planned unit development was also met with the proposed development.

Mr. Robertson pointed out that apartment/condo buildings are an allowed special use, with prior approval. As for the impact on property values, in speaking with a MAI appraiser, his opinion was that such a development brought exposure and potential buyers to an area, which increased market conditions. For approval purposes, Mr. Robertson relayed he was requesting a reduction in lot area per dwelling unit to achieve the density envisioned in the Comprehensive Plan and was consistent with the Maple and Main structure. In summary, the project met the bulk standards for the zoning district except for the lot area per dwelling unit.

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Mr. Michael Worthman, traffic engineer with KLOA, Inc., reviewed the traffic study for the proposed transit-oriented development, pointing out that because it was a transit-oriented development, there was less reliance on the automobile and the parking demand would be reduced to a typical suburban apartment development. Census data reflected that twenty- to twenty-five percent of residents in such downtown developments commuted to and from work (by train) and walked to nearby restaurants. The two access drives for the site were reviewed and two current access drives on Maple would be removed. Mr. Worthman review traffic counts, noting they were done using pre-pandemic conditions. Background growth was added to count for future growth in the area, reflecting that the roadway had sufficient capacity to handle the traffic generated by the development. The intersections would continue to operate at good levels of service and no improvements were required at the intersections. The parking met the village's parking requirement. Mr. Worthman recommended that the parking garage exit have visual warning devices warning pedestrians of a vehicle's exit.

To address loading/unloading and trash removal, five parallel parking spaces would be added along the Maple right of way; three spaces designated for loading/unloading and two spaces for general use. Details and images followed regarding the process. Mr. Robertson welcomed questions.

Per the Chairman's questions, the village's traffic engineer did review the KLOA findings and he was in agreement with the report. Chairman Rickard invited commissioner input.

In reviewing the images provided by the petitioner and how the project will inter-connect with the character of the downtown area, Commissioner Maurer asked the petitioner to explain how the east elevation related to the downtown pedestrian-oriented character of the downtown. Turning to the front facade, he voiced concern about the current challenges for loading/unloading and delivery trucks already on Maple Avenue and how the tenants would feel about it, wherein Mr. Robertson explained that tenant loading/unloading would be scheduled during off-peak hours whereas trash services were scheduled. Amazon deliveries would drive to the same loading zone but move off from the traffic flow. The five parking spaces would allow for that. An explanation for the perimeter dog walk was also raised.

Mr. Newins also addressed the various types of brick being used on the building. Commissioner Maurer inquired as to why the petitioner was seeking more than double the density (number of units) for the site, wherein Mr. Robertson returned and explained it was the density the Comprehensive Plan called for and it was consistent with the units at the Maple and Main development. An explanation of an alcove apartment was explained, followed by the breakdown of unit types: 28 alcove units; 60% one-bedroom units, 10% two-bedroom units and five three-bedroom units. A market study was completed for the site. Per Mr. Robertson, the Mark of Elmhurst development was well received, was a good benchmark for this development, and he believed the market value for the area was a positive.

Referring to Page 28 of the Comprehensive Plan, Chairman Rickard read text which discussed the type and location of land uses within the downtown area and in the mixed-use areas, pointing out the plan recommended that the ground floor uses be primarily retail, entertainment, personal service with office, and then residential uses located on the upper floors. In this case, he believed,

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from a pedestrian perspective, there was not much activity for pedestrians and it was a "dead zone." He expected with such plan there would have been some services.

With regard to the commercial space of the project, Mr. Robertson said that village staff was consulted about locating the Maple retail closer to the project. The pedestrian traffic for this area was studied, noting parking was minimal and it was not viable. The topography of the site was also challenging and not much opportunity was available to come in at grade on the one corner. Commissioner Maurer took issue with some of the Mr. Robertson's responses.

Mr. Newins proceeded to explain why the northwest corner of the building was taken back 12 feet, i.e., the building was extending further into the northeast corner and, as different ways were considered to displace it, the solution was to erode the north tower further. Clarification followed.

Chairman Rickard invited public comment.

Mr. Michael Cassa, President/CEO of Downers Grove Economic Development Corporation, 5159 Mochel, Downers Grove, spoke of his promoting the village's comprehensive plan to new developers. He stated that Opus had worked closely with the church to address their parking issues and Opus had a reputation for developing quality projects, including many in Downers Grove. He believed this project was a good economic development project for the village and would be a quality project, bringing customers to the downtown area. He further explained the challenges of adding retail to developments when getting closer to the downtown area or near the train station, given it was a market driven factor.

Ms. Julie Gaubatz, 940 Maple Street, discussed why she and her husband moved to Downers Grove and the fact that the downtown area transitioned into residential neighborhoods. She requested that the developer lower the height of the west portion of the building so that the sun could reach the trees her building had planted in its green space. Secondly, she asked that the building be moved back further from the property line to create space in order to not look into a blank wall. Lastly, she explained that if the building could be moved back an opportunity existed to join the Marquis's green space and create more green space overall.

Ms. Jennifer Engel, 940 Maple Street, #203, inquired about the hours of construction, suggested that all the parking entrances be removed from Maple Avenue, and place the church parking on Maple during the work week. When the parking study was completed, she asked whether a stop light would be installed at Maple and Washington. She further inquired if a crash rail would be provided for the parking deck. Over-wide vehicles overhanging in the loading zone was another concern of hers. She felt that having low rents for one-bedroom units could lower the values of property. She recommended to add signage on the building to remind patrons to keep quiet in the neighborhood. She hoped that grass would be utilized in the dog park.

Mr. Pete Mesha, 940 Maple, #414, president of the Marquis Homeowners Association, corrected the developer's comment on the height of the proposed building, noting he was comparing it to the parapet of the Marquis. He referenced his 10-page letter dated April 18th, 2021 which he summarized: Opus's response to the homeowners of Marquis as it related to the northeastern most portion of the Marquis property and its relationship to the proposed structure. Mr. Mesha stated it did not mitigate the issue because the large wall was still present and it affected 16 residents. He did not believe the four-foot wide paved dog run would work and discussed what the Marquis did

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with their dog run. Other issues he voiced included height. He suggested lowering the building by one story so that the sunlight could be retained and it could shine on the green space. Issues existed with the loading zone and Mr. Mesha suggested the developer create a separate drive-way for the trucks, similar to the Marquis. He suggested creating more guest parking.

Mr. Mesha addressed the standards of approval for the project, specifically that the developer was not sensitive to his building's design, the development did not meet Special Use requirement No. 2 as it relates to the general welfare of the neighborhood or community, and explaining that the developer had to consider the residents of the Marquis and not just another adjacent building. He believed the developer had to prove how Special Use No. 3 was being met and its affect on property values since he and his east side Marquis neighbors paid a premium for their units. He did not feel the appropriate terms and conditions were protecting his and the homeowner association's interests and believed the applicant failed the standards.

Mr. Glen Hoffman, 840 Maple Avenue, suggested that the village increase the amount of feet for the neighbor notification process, voiced concern about the traffic counts for the nearby intersection -- stating that westbound traffic on Maple and Washington (pre-pandemic) can back up to the railroad tracks. He also voiced concern about the building's view of a grammar school below and wanted assurances from the building's management that they would provide background checks on their tenants. He preferred having retail on the first floor also.

Mr. John Symowicz, 940 Maple Avenue, expressed that the building's request for the PUD zoning should not be granted due to its large size on a small parcel. He noted this was a transition area and the building should be modeled after the Marquis. Too much was being placed into one space, similar to a dorm, and where single tenants could start to double-up. Also, the traffic study never mentioned the preschools. Mr. Symowicz believed an off-road loading zone should be built, given the additional traffic that would be created by the various delivery services as well as school buses. He stated the developer failed to mention the Westmont and Lisle developments where their parking ratio was higher than the Marquis.

Ms. Jennifer Engel, 940 Maple Street, returned stating her background was in concrete construction and inquired of the developer if a tower crane was going to be used. She wanted to see the developer's logistics plan, swing radius, etc. She asked if the proposed development would offset the homeowners' property taxes. She supported more retail. She also suggested the developer visit 229 Park site in Clarendon Hills and pointed out that there were unleased apartments in nearby buildings that were available which could affect property values.

Ms. Charlene Klabacha, a resident of the Marquis, explained why she and her husband chose to live in Downers Grove and why they moved into the Marquis – trees and light. As a prior church minister, she questioned why so much land and space was being given to the church for parking when a nearby garage could be used by the church. She voiced concern about security in the parking garage, property taxes, provide more guest parking, and suggested the developer create condos instead of apartments.

Ms. Shannon Lucas, a Marquis resident, faced east, and said she moved to Downers Grove because she did not want to live next to a larger development and also paid a premium for her condo. There was no guaranty that property values would not decrease significantly with the development. She found it difficult that the developer continued to compare the proposed building

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to the Maple and Main development, which has never been at capacity, and questioned why more units would be added to the area. Safety issues were also raised. Planning Manager Zawila referenced Ms. Lucas's written comments were also provided on the dais.

Ms. Manwai Lai, 940 Maple, referenced her written letter and asked the developer to provide the numbers for the rental demand for the 167 units. She stated the area was transitional and she was concerned about traffic safety and whether lighting/camera security would be provided on the building.

Mr. Tom Weiler, 709 Maple Avenue, noted the transitions seen on Maple Avenue over the years and talked about the change in character of Maple Avenue especially when the Marquis and Maple and Main buildings came in. Mr. Weiler shared the issues raised back then were the same being raised today. He voiced concern about the proposed building's density and massing stating it did not fit the character of Maple Avenue.

Mr. Jordan West, 940 Maple Avenue, lives on northwest corner of the building and pointed out that school buses currently park in the church parking lot. He asked where would they park in the future. Mr. West stated the developer's building in Lemont sought higher density apartments but Lemont pushed back and asked for less density. He voiced safety concerns for the nearby intersection as he had a child. More guest parking was needed.

Mr. Austin Klinkler, 930 Summit, voiced the changes seen on Maple Avenue during his entire life in the village and stated the proposal did not fit the character of the area.

Mr. Michael Gahbatz, 940 Maple, loved Downers Grove but had hoped the developer would have been more creative in the design of the building. He pointed out the patio and trees located in the existing green space and the fact that some setback was necessary. He agreed the proposal was too dense for the area and it sacrificed other amenities.

Ms. Pam Berchardt, 940 Maple, voiced concern about the developer's graphics not reflecting the true amount of green space for the dogs that will walk the development. In fact the dog owners from Maple and Main used the dog area by the Marquis building. She stated the amount of grass being provided by the developer was not enough for the density. She emphasized that the density was too much and suggested putting in a coffee shop.

Mr. Stefan Wild, 832 Maple Ave., supported having a coffee shop and a grocery store in the development. He did not favor the east facade as it looked like the back side of a building facing the downtown. Other concerns voiced included the current congestion problem and poor visibility in the area. Parking and deliveries would be busy. Having more mixed use would be better and he supported seeing more walkability. He did not support the density.

Ms. Maureen Callahan, 840 Maple, expressed concern about the visibility of the corner when she walks her children to their school due to the traffic. She questioned why there were no markings for a school zone. She asked the developer to take another look at the corner.

Mr. Leo Stark, 930 Curtiss, voiced concern about the traffic traveling toward the Acadia that would be causing traffic issues with the entrance/exit that was being proposed for the building. He did not support luxury apartments because they diluted the market for condo buyers. Mr. Stark

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shared some of the characteristics found in the Comprehensive Plan that should be incorporated into the development, such as front and side setbacks to create open space around the building, parking should be on-street or located in the back of the building with access by entry drives and side streets, etc. He discussed the various sub-areas of the catalyst site and he believed the developer addressed the parking problem first followed by the building.

Mr. Stark read from the comprehensive plan that such developments (in the Edge) should strive to mitigate any negative impacts associated with developments including traffic and parking. He further pointed out that the nearby duplex -- a historic Greek Revival building identified in the village's historic survey -- was not just a building and it should be respected. He asked that the commissioners to take into consideration the true measurements of the plans. He asked commissioners not to buy into the property taxes ($600,000) that will be paid for the development, pointing out that the corner will eventually get developed.

Mr. Stark further pointed out that the promises being made are by the developer and not the actual property owner. He asked the commissioners to think of the tipping point where such large buildings are developed that eventually strangle the arterial road(s) of the village and people will eventually avoid Downers Grove altogether, reminding the commissioners that those who are seeing it get progressively worse live on Maple Avenue. For the record, Mr. Stark stated the seven floor plans he printed out actually totaled six pages and a doorway existed that led to nowhere. Other comments shared were the fact that the developer's focus was on the amenities and the amenities had become inward-facing and all-inclusive, thereby taking away those patrons who could be visiting the downtown bars, the coffee shop, or gym, etc., which then becomes a challenge for the economic development groups.

As for leaving the (heated) parking garage door open from dawn until dusk, Mr. Stark relayed that it was an invitation for the homeless and outdoor rodents. He did not appreciate the church parking its buses on public property that was paid by the taxpayers of the village. He spoke about the various community church groups that meet in the evening hours and asked what was the use of having a garage open during the day. Mr. Stark relayed he wanted to ensure the development would be ADA compliant, did not believe the parking study was accurate, and said the developer could have used the traffic counts from the Main and Maple building for more accuracy. In the downtown parking study he found that the Marquis was short 11 parking spaces, between guests and residents, and the Maple and Main was short 10 spaces. He presumed the proposed building would also be short parking spaces. Lastly, he addressed the shortcomings of the loading zone, the dog walk, and the landscaping.

Hearing no further public comment, Chairman Rickard invited the village's development planner, Flora Ramirez.

Ms. Ramirez presented her staff report, noting the two requests that were being asked: 1) a special use for the apartment use; and 2) a zoning change from DB to DB/PUD. The site's location, various photographs, and existing conditions were referenced. Floor plans to the building were referenced, as well as the landscaping plan, pet relief area, and elevations. The height of the building met the requirements of the zoning ordinance, the guidelines of the comprehensive plan, and included some of the key ideas from the Downtown Focus Area plan which Ms. Ramirez listed. Both the rezoning criteria and the PUD criteria were referenced as well as the special use criteria for the commission to consider. Staff recommended approval of the development.

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Chairman Rickard asked staff of its understanding of the development's garage and security, and whether the garage would be required to be closed or not. He also asked staff about the public parking garage and its allowance for additional parking and whether a staircase could be created at the northwest corner to make the garage more accessible to the proposed development and other developments. Manager Zawila indicated those items would have to be reviewed in detail. As for the occupancy of the public garage, Manager Zawila relayed why the village's 2019 parking study was conducted, which was to look at parking solutions in the downtown area. Council accepted the study but asked staff to look at it and consider making recommendations, but due to the pandemic, staff's recommendations were placed on hold. However, at that time Mr. Zawila stated the study did reflect that during the peak weekday period (12:00 AM to 1:00 PM) approximately 25% of 2,500-plus parking spaces were available. That amount now increased to 46% for the entire downtown area. The Maple and Main development, he clarified, actually had a small surplus of parking along with minor deficits for Burlington Station and the Marquis. Details followed.

Regarding the 2019 (Walker) parking study, Commissioner Maurer confirmed with staff that the study was commissioner by the village and not the petitioner, wherein Manager Zawila affirmed same. Per Chairman Rickard's question on whether the church's dedicated parking was exclusive 24/7 or a private agreement existed between Opus and the Church, Manager Zawila confirmed it was a private agreement and for church parking only. Per Commissioner Rector' question, Manager Zawila stated commissioners could require more conditions to staff's recommendation if desired. No comments were received from the park district. Ms. Ramirez offer information about the densities for other project. The density (lot area per dwelling unit) for the rental units at Maple and Washington were 353 square feet while Main and Maple was approved for 330 sq. feet. The Burlington Station density was approved at 541 sq. feet and the Marquis was approved for 813 sq. feet.

Commissioner Maurer provided comparisons to the lot area per dwelling unit for the proposed development as compared to the other buildings, pointing out that the Business District zoning that the developer was proposing and in which the commissioners would have to base the PUD on, had no limit on bulk floor area ratio, i.e., the density was driven by the minimum lot area while the bulk was driven by the floor area ratio. Meaning the developer could construct many units at a smaller square footage.

Chairman Rickard confirmed with staff that the definitions of alcove, units, and window requirements would be addressed again at the building department level.

Returning to the podium, Mr. Robertson discussed there were basically four issues raised during public comment: 1) traffic; 2) density; 3) types of units; and 4) amenities. Regarding the amenities, specifically the dog relief area (6 ft. x 150 feet), he expected the residents to utilize the garage for access to the area. An example followed with Mr. Robertson explaining that he would work with the management company so that they understand the process. The Level 1 would also have a corner area for animal relief. Per Mr. Robertson, access to the dog environment would be safe, accessible, and lighted for the tenants.

In addressing the streetscape, Mr. Robertson explained that the development was solving issues for the church parking, the resident parking and solving for grade. There were only two places where the floor lined up with the grade and he pointed them out. To introduce additional (retail) uses was

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a challenge and, therefore, he created active zones in the middle of the building to create interest in architectural detailing and scale, citing the church entrance. The goal of the building was to have residents use the downtown for shopping and to not put shops into the corner of Washington and Maple, especially when there was concern about safety and additional traffic. Having retail was not a goal.

Chairman Rickard pointed out how the Marquis compensated for having no retail by a providing a passive area for its residents and he questioned whether this developer could provide something between the sidewalk and the building, such as benches, landscaping, planters, so that residents could hang out, wherein Mr. Robertson pointed out those spaces that backed away from the sidewalk where such seating provided an opportunity. Next, Mr. Robertson addressed the two alcove (studio) units that were being offered and the affordability of such unit, where eventually someone moves from an alcove unit into a larger one-, two- or three-bedroom unit.

As for traffic, Mr. Robertson relayed there were challenges and drivers were generally distracted. However, the proposal would not change that. Mr. Robertson believed that it was a problem that already existed and it would take working with planning staff and the public works department to address safe ways to maneuver the intersection. Lastly, he addressed the many groups that meet at the church and the fact that the groups were at various times throughout the day which was appropriate for the project and it provided a different way to activate the site. Regarding the parking arrangement between the church and the developer, Mr. Robertson explained the agreement between the developer and the church was that the developer would be purchasing the church's property while the church would control the 71 spaces with a perpetual easement.

Regarding the heated garage, Mr. Robertson explained that a separation of space existed where the resident-side of the garage would be heated while the church space would not and the church would control the entry of vehicles and visitors with a grounds person to secure the door at night. Directional signage would be on the building to guide visitors. Further details were shared regarding the parking of buses. Per questions, no management staff would live on the site.

Mr. Robertson stated the proposed development will abide by the village's requirements as it pertains to construction noise. It will have a staging plan and a worker parking plan. Regarding the real estate taxes, he stated the church does not pay taxes and the other two parcels currently pay approximately $12,000. The new development would bring upwards of $600,000 a year with donations to the park and school districts as part of the approval.

Hearing no further comments from the applicant, Chairman Rickard closed the public comment. He invited further commissioner comment.

Commissioner Maurer voiced his appreciation to the Opus team and their players but pointed out the Village has an agreement with the developer that if a permit is granted to construct the building, the developer will donate $867,000 to the park district, $73,000 to School District #58 and $28,000 to School District #99. He explained the previous developments that Opus created in Downers Grove but did not believe this specific proposal was just there yet. Mr. Maurer explained how true urban environments differ from suburban environments and knew other, better options existed in the village. Furthermore, he spoke about the negatives of on-street loading/unloading for 167 units and the fact that the density being asked was too high (37%), given the average, and recommended lowering the number of units. He appreciated the public input on this development.

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Commissioner Rector concurred and noted the fact that the commission had to be concerned about the precedent it will set. Secondly, she voiced concern about the increase in traffic with poorly operating intersections already and the fact that another future development will come to fruition that will add even more traffic congestion.

It was pointed out by a commissioner that the zoning map may have to be amended based on what was discussed -- to the extent the zoning restrictions affect property values -- he was not convinced they were not going to affect property values and the development would have a decrease in the public's health, safety, and welfare for all of the reasons voiced by Commissioner Maurer. While some commissioners believed it was a unique opportunity for the site, it just met some of the criteria, and still needed some fine-tuning. The traffic reports needed to be more current. Still, other commissioners had concerns of density, property values, and figuring out the loading/ delivery area.

Planner Zawila explained the options before the commission since the public comment period was closed: 1) table to a date certain in order for the developer to address certain items; 2) put additional conditions in staff's recommendations; or 3) vote on the matter as staff has recommended. Discussion followed on how the commission wanted to proceed. Per staff, the applicant was fine with the first option.

The commissioners agreed to table the matter to June 14th so that the applicant could address the following matters: 1) propose a new solution for the loading/receiving dock to lessen the impact of traffic; 2) provide relief and treatment of the western façade of the building so it fits better within the community and hide the mechanicals; 3) reduce the density; 4) further define the dog run area with better security and provide a rendering; and 5) provide further review of pedestrian and traffic safety at the intersection and on Maple Street.

MOTION BY COMMISSIONER RECTOR TO TABLE FILE 21-PLC-0006 TO JUNE 14, 2021. SECOND BY COMMISSIONER DMYTRYSZYN. ROLL CALL:

AYE: RECTOR, DMYTRYSZYN, BOYLE, JOHNSON, MAURER, PATEL, TOTH, RICHARD
NAY: NONE
MOTION PASSED. VOTE: 8-0

Chairman Rickard announced that the public will not receive another notice on this matter.

THE MEETING WAS ADJOURNED AT 11:00 P.M. UPON MOTION BY COMMISSIONER TOTH. SECOND BY COMMISSIONER BOYLE. A VOICE VOTE FOLLOWED AND THE MOTION PASSED UNANIMOUSLY.

/s/ Celeste K. Weilandt
Recording Secretary
(As transcribed by MP-3 audio)

VILLAGE OF DOWNERS GROVE

Flora Ramirez <framirez@downers.us>

Fwd: Village Hall Meeting May 17th

Jason Zawila <jzawila@downers.us> Thu, May 20, 2021 at 12:16 PM
To: Flora Ramirez <framirez@downers.us>

Sent from my iPhone

Begin forwarded message:

From: Todd Smith < [redacted] >
Date: May 19, 2021 at 8:15:14 AM CDT
To: "jzawila@downers.us" <jzawila@downers.us>, "spopovich@downers.us" <spopovich@downers.us>
Cc: "paul.robertson@opus-group.com" <paul.robertson@opus-group.com>
Subject: Village Hall Meeting May 17th

Dear Village of Downers Grove Plan Commission,

My wife and I have been Downers Grove residents the last 25 years having raised our two boys in this community. We recently sold our home on the northwest side of Downers and downsized to a condo unit in the Marquis on Maple, as we love this community and loved raising our family in Downers Grove.

My wife and I attended the village hall meeting on May 17th regarding the proposed 167 unit apartment complex to be developed by Opus at Maple and Washington. It was informative to hear from the Opus representatives, the members of the Commission, and the Downers Grove residents and other interested parties. We were very grateful for the plan commission members thoughtful questions and we truly felt like the members were advocates looking out for the good of the community. We chose not to speak as we wanted to fully digest the information, issues and concerns presented at the meeting. Having had time to do so, I have summarized several additional items for the commission to please consider.

* I appreciate that the commission requested artists' renderings for the proposed solution for the dog relief area. My concerns regarding the Opus proposed solution included the dimensions of the dog walk/park, waste facilities to be provided, tenant accessibility, **snow and waste removal, shrubbery (male dogs will need this) and ground water runoff.** As you are aware, the topography of the property slopes southwest to northeast and as the Opus representative explained at the April 14th town hall meeting, they intend to bury large ground water containment tanks on the northeast portion of the project. As a result, I suspect the proposed dog walk area will not be accessible from Washington Street as this northeast portion of the property will collect significant amounts of water throughout the year with large drainage ditches. In

addition, I am concerned that the northwest corner of the property, where the dog walk is currently proposed, will also collect large amounts of water rendering it unusable by tenants.

* It was very apparent that the May 17th meeting attendees were predominately Marquis on Maple condo owners and other resident home owners living in the general vicinity of the proposed project. I do not recall anyone speaking on behalf of the residents of the Maple and Main apartment complex or the apartment complex located on Washington and directly north of the church parking lot (likely some of the DG residents most adversely impacted by this project). It is likely that no one attended from the area apartment complexes because when you are an owner, you care more, you pay better attention, you build stewardship, and you think about the future of your home and community. Currently DG has a significant number of apartment complexes in the downtown area. I appreciate that the project will generate approximately $1 million in taxes and contributions for the village, but do we fully understand the cost of adding not only such a large number of rental units, but also such a large number of transient renters and that likely will not share the same sense of pride in our community?

* The proposal presented by Opus at the meeting was their "Upside Case", or the financial model whereby they hit a grand slam by maximizing 100% use of the property. It results in a Return On Investment that is significantly outsized for the risk taken and provides for a very attractive Multiple On Invested Capital. This will be realized shortly after Opus completes the construction of the proposed project and then syndicates the property to a passive institutional buyer(s) and/or large pension fund(s) **who invests in the property solely based on projected cash flows and with very little concern for anything but the economics of their investment.** I am certain that Opus has created several additional financial models that reflect variations to this "Upside Case", such as their "Base Case". I am guessing the Opus "Base Case" also yields attractive returns that make the project viable for Opus to move forward. These alternative models likely reduce the scale of the project by addressing density issues, guest parking and delivery vehicle accessibility, set asides for communal property, green space, accommodations for pets, etc. I hope that the concerns expressed by the residents and plan commission at the village hall meeting will encourage Opus to submit a plan on June 14th that may not be as profitable, but is adequately scaled, and **that addresses the concerns expressed by the community that plans to continue live in DG and around the Opus development.**

* Finally, I am very grateful that Mr. Boyle encouraged Opus to address **relief of the western side of the complex** as part of the solution for the density, dog relief, encroachment, and landscaping concerns. The Marquis residents understand that the area to our east will eventually be developed. But if the western side of the complex could be set back, house the dog relief area, some green space, landscaping and not be the proposed large wall encroaching our living and green space, that would help to alleviate some of the condo owners unhappiness with the proposed project as well as the negative impact on property values. There are some beautiful trees that will be taken down to build the complex along Maple and Washington. One large tree on the Southwest corner of Maple and adjacent to the Marquis might be saved if there is green space along the western side of the property.

I sincerely thank the commission for their efforts to help make the right decision about this development and consideration as to how it will impact the future of our beautiful home town.

Respectfully,

Todd

Todd G. Smith

[redacted]

[redacted]

[redacted]

[redacted]

VILLAGE OF DOWNERS GROVE

Flora Ramirez <framirez@downers.us>

Fwd: Opus Development Maple and Washington

Jason Zawila <jzawila@downers.us> Thu, May 20, 2021 at 12:16 PM
To: Flora Ramirez <framirez@downers.us>

Sent from my iPhone

Begin forwarded message:

From: Todd Smith <[redacted]>
Date: May 20, 2021 at 12:07:56 PM CDT
To: Jason Zawila <jzawila@downers.us>, "spopovich@downers.us" <spopovich@downers.us>
Cc: "paul.robertson@opus-group.com" <paul.robertson@opus-group.com>
Subject: Opus Development Maple and Washington

Dear Village of Downers Grove Plan Commission,

As a final follow-up to my 5/19/21 e-mail and for the Planning Commission's consideration ahead of the June 14th scheduled meeting, I spoke to resident pet owners at both the Burlington Station Apartment Complex and the Maple and Main Apartment Complex in Downers Grove. The Burlington Station pet owner told me that the landlord charges a $250 one-time upfront pet fee and a recurring monthly fee of $25. He also told me that he estimates that at least 50% of the building's tenants have dogs and many tenants have two and that the building is great for dogs and has many accommodations including a dog walk area and green space around the building as well as a pet parlor.

The pet owner I spoke with from the Maple and Main Apartment Complex told me that the landlord charges a one-time upfront pet fee of $100 and a recurring monthly fee of $30. He stated that a ton of people own pets in the building and estimated that at least 60% of the residents own dogs and many own two dogs. He also told me that the designated pet area to the northeast corner (located between the Marquis building and the apartment complex) is inadequate for the number of dogs in the complex and that most dog owners walk east on Maple toward Washington to allow their dogs relief. As proposed by Opus, much of that parkway will be removed other than the parkway that will remain in front of the Marquis on Maple.

Admittedly the attached financial model in regard to what this fee stream will mean for Opus is not exact (I am sure that Opus could provide more accurate figures), but the analysis highlights that the landlord's accommodation of pets will create meaningful additional value for the project (the attached estimates that incremental value to be at least $600k). This will be achieved at little or no cost to the landlord based on the current proposal to accommodate dogs on a portion of the property (NW corner) that appears unusable other than for drainage ditches and the electric and utility boxes that currently occupy this area of the property. The increased demand for rental units (decreased vacancy rates) created by allowing pets (and which this financial model does not attempt to quantify) will also negate any additional waste disposal and cleaning costs incurred by the landlord. Therefore, the DG community will bear the brunt of this incremental value as tenant pet owners continue to push the envelope as to where they allow their dogs relief. In my opinion, this is a reflection that Opus has given very little consideration to the community and its neighboring residents who loudly voiced concern regarding this issue at the April Town Hall Meeting. Hopefully Opus will present a much more practical and equitable solution in June.

Best regards,

Todd

Todd G. Smith

[redacted]

[redacted]

[redacted]

[redacted]

Pet Cash Flows - Apartment Model.pdf
94K

HYPOTHETICAL OPUS APARTMENT COMPLEX MODEL

Assumptions	
# of Apartment Units	167
% Who Own Pets (1)	72.0%
% Annual Tennant Turnover (2)	47.5%
One Time Upfront Pet Fee	$250
Monthly Recurring Pet Fee	$25
Discount Rate	10.0%

Cash Flow

	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
# of Apartment Units	167										
% Who Own Pets	72.0%										
# of Initial Apartment Units w/ Pets	120										
# of Apartment Units		167	167	167	167	167	167	167	167	167	167
% Annual Tennant Turnover		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
# Annual Tennant Turnover		79	79	79	79	79	79	79	79	79	79
% Who Own Pets		72.0%	72.0%	72.0%	72.0%	72.0%	72.0%	72.0%	72.0%	72.0%	72.0%
# of New Apartment Units w/ Pets		57	57	57	57	57	57	57	57	57	57
Total # of Apartments w/ Pets	120	120	120	120	120	120	120	120	120	120	120
One Time Pet Fee	$30,000	$14,250	$14,250	$14,250	$14,250	$14,250	$14,250	$14,250	$14,250	$14,250	$14,250
Monthly Recurring Pet Fees	0	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000
Total Pet Cash Flow	$30,000	$50,250	$50,250	$50,250	$50,250	$50,250	$50,250	$50,250	$50,250	$50,250	$50,250
Discount Period (mid-year)	0.000	0.500	1.500	2.500	3.500	4.500	5.500	6.500	7.500	8.500	9.500
Discount Factor	1.000	0.953	0.867	0.788	0.716	0.651	0.592	0.538	0.489	0.445	0.404
Present Value of Annual Cash Flow	$30,000	$47,911	$43,556	$39,596	$35,997	$32,724	$29,749	$27,045	$24,586	$22,351	$20,319

Perpetuity Growth Method	
Terminal Year Cash Flow	$50,250
Terminal Growth Rate	2.0%
Terminal Value	$640,688
Present Value of Terminal Value	$259,069

Discounted Cash Flow Valuation	
Present Value of Unlevered Cash Flow	$353,835
Present Value of Terminal Value (Perpetuity Growth)	$259,069
Incremental Value	**$612,904**

(1) Humane Society of the United States.

(2) Source: CRBE U.S. Multifamily Research Brief – Multifamily turnover – the percentage of total rental units not renewed each year for 2018 = 47.5%.

Sensitivities

		One-Time Pet Fee			
		$200	$250	$300	$350
Monthly Rec. Pet Fee	$15	$406,803	$445,863	$484,923	$523,983
	$20	490,323	529,384	568,444	607,504
	$25	573,844	612,904	651,964	691,025
	$30	657,364	696,425	735,485	774,545
	$35	740,885	779,945	819,006	858,066

		Discount Rate			
		8%	10%	12%	14%
Terminal Growth Rate	0%	$682,767	$557,026	$473,163	$413,231
	1%	729,416	581,861	487,691	422,296
	2%	791,615	612,904	505,125	432,872
	3%	878,694	652,817	526,433	445,371
	4%	1,009,312	706,034	553,068	460,369

Mr. Jason Zawila, AICP
Planning Manager
Community Development Department
Village of Downers Grove
801 Burlington Ave.
Downers Grove, IL 60515

Dear Mr. Zawila,

We are writing to express our displeasure with the proposed OPUS Development project to be located east of the Marquis
Condominiums. While such a project would increase tax dollars for our Village it would be a high price to pay to add an eyesore to our already congested neighborhood. We hope you will do everything possible to prevent it from happening, and we thank you for your consideration.

Very truly yours,

Donald A. Zamborsky
Kathy Owens
[redacted]
Downers Grove, IL 60515

Public Comments Received After Agenda Packet Publication

Posted

June 14, 2021 - 12:15PM

VILLAGE OF DOWNERS GROVE

Flora Ramirez <framirez@downers.us>

Re: Development at Maple and Washington

Jason Zawila <jzawila@downers.us> Fri, Jun 11, 2021 at 8:38 AM
To: Richard Dablin [redacted]
Bcc: framirez@downers.us

Richard -

Thank you for the email. We will forward your email to the Plan Commission as part of the public record.

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 | jzawila@downers.us

Downers Grove | 801 Burlington Avenue | Downers Grove, IL 60515 | www.downers.us

On Fri, Jun 11, 2021 at 8:33 AM Richard Dablin <[redacted]> wrote:

Mr. Zawila,

As a homeowner in Downers Grove, this development will bring more business to downtown and increase our overall home value. The continued growth helps local businesses and restaurants. My family and I are in full support of this development.

Regards,

KONICA MINOLTA

RICHARD DABLIN
VP of Service - Central

[redacted]

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VILLAGE OF DOWNERS GROVE

Flora Ramirez <framirez@downers.us>

Opus Project - Maple and Washington

James Freko [redacted]> Fri, Jun 11, 2021 at 3:07 PM
To: "spopovich@downers.us" <spopovich@downers.us>, "jzawila@downers.us" <jzawila@downers.us>, "framirez@downers.us" <framirez@downers.us>

To Village Staff,

As a 21 year resident of Downers Grove, I want to voice my support for the Opus project at Maple and Washington. I am a believer that density designed correctly can be a positive for the Village. I remember when we moved to Downers Grove in 1999 there was constant turnover in retailers and restaurants. We have enjoyed much more stability in our retail and restaurant base over the past 15 years and I believe that is due in large part to the increased density that occurred in the downtown area over that time.

I believe that high density residential supports the economic vitality of the downtown by bringing more people to the downtown which will increase demand for neighborhood services and that transit-oriented-development minimizes the impact on traffic and downtown parking because the residents are within walking distance of the downtown merchants and the train station.

As importantly, the proposed development is consistent with The Comprehensive Plan for Catalyst Site B-11.

The Opus project is tastefully designed to fit in with the street scape along Maple and the luxury residential finishes and amenity package will attract a highly desirable resident base that will allow our downtown to continue to thrive.

Please approve the project for development.

Jim Freko

[redacted]

[redacted]

VILLAGE OF DOWNERS GROVE

Flora Ramirez <framirez@downers.us>

RE: Proposed Opus Apartment Development at Maple & Washington

Ward Feste [redacted] Fri, Jun 11, 2021 at 3:49 PM
To: "spopovich@downers.us" <spopovich@downers.us>, "jzawila@downers.us" <jzawila@downers.us>, "framirez@downers.us" <framirez@downers.us>

Stanley, Jason & Flora,

Being a DG resident since 1996 I have been very pleased with the insightful planning and development of the businesses and multifamily residences built in our great Village. My wife and I moved here to take advantage of the schools, the downtown and nice commute into Chicago; which I have done for years. This development would allow the DT to continue to be vibrant and give the new residence the ability to enjoy the same amenities my family has enjoyed for 25 years. Young couples that move here might buy my house when I'm ready to retire and perhaps my wife and I would rent there in return. All of the recent apartment and condo developments have done really well and there obviously is demand for the product.

For all those reasons I support this development and believe it will add to the hustle and bustle of our DT Village and the businesses it supports.

Warm Regards,

[redacted]

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Opus Development

Chrastka, Steve <[redacted] Fri, Jun 11, 2021 at 5:11 PM
To: "spopovich@downers.us" <spopovich@downers.us>, "jzawila@downers.us" <jzawila@downers.us>, "framirez@downers.us" <framirez@downers.us>

Stan, Jason and Flora,

I am a Downers Grove resident for the last 14 years. I also am a commercial real estate broker who represented Opus in finding the sites to assemble for this development. I fully support the project and what it can do for the downtown, the businesses, the residences and the property values. I live on the south side of Downers and my kids will be attending DGS. I know many realtors as well who promote the downtown and how it is helping the entire Downers Grove community with higher property values due to the Downtown's success. I am proud to have a role in this project but to also have a role in bringing a strong, long term, financial commitment to the city I plan to live in for a long time to come. I plan on attending the meeting on the 14th. Thank you in advance for reading this.

Steve Chrastka

Vice President

Office Services

NAI Hiffman

One Oakbrook Terrace, Suite 400
Oakbrook Terrace, IL 60181 USA

Direct +[redacted]

Mobile +[redacted]
Main [redacted]
Fax [redacted]

Blog | **LinkedIn** | **Twitter** | **Instagram** | **Vcard**

NAIHiffman

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Downers Grove Maple/Washington project.

Rich Joseph <[redacted]> Fri, Jun 11, 2021 at 5:16 PM
To: jzawila@downers.us

I am a resident of Downers Grove who lives at ……. and I support the project at Maple and Washington Street."

- This helps Downers Grove grow – it looks to be a high quality residence that will bring new people and families here – that is a good thing for the long term.
- The project increases funding for Village services, Park District, schools and more.
- The project increases the business vitality of Downers Grove – we are a commuter town whose businesses depend on a thriving downtown.
- The project increases the visual appeal of this part of DG – right now it is a parking lot, a house, an office building, and hodgepodge; we believe the design is attractive and the construction will be high-quality.
- My property values have continued to grow as the downtown has been developed over the last 15 years and I would like that to continue.
- The tax revenue and increased property values for all in the area makes this a no brainer.

Rich & Gail Joseph
5500 Washington St
Downers Grove, IL 60516
[redacted]
Rich Joseph

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

development on Washington and Maple St.

Kathleen Brant <[redacted]> Fri, Jun 11, 2021 at 8:18 PM
To: "spopovich@downers.us" <spopovich@downers.us>, "jzawila@downers.us" <jzawila@downers.us>, "framirez@downers.us" <framirez@downers.us>

Kathy Brant
349 Chicago Ave.
Downers Grove, IL 60515

June 11, 2021

To: Stan Popovich, Jason Zawila, Flora Ramirez:

I am contacting you regarding the proposed development of the corner of Maple and Washington Streets.

Forty years ago I chose Downers Grove as a place to raise my children because it was a community with an active downtown area, had an excellent school system, an excellent park district and it offered some diversity in its population. I was a teacher and counselor at Downers Grove South High School for over 30 years, so I had the opportunity to interact with many people in our community.

It is most important that Downers Grove continue to move forward as a community, and I believe the proposed residences will help Downers Grove do that. More people living in the city center means more support for existing Downers Grove businesses; it also means the creation of new businesses. When people have a variety of restaurants, stores and services to choose from in the downtown area, they go there more often, and they spend more when they do. This growth would also encourage people from other cities to visit Downers Grove; Downers Grove becomes a destination. This proposal would add to our tax base which helps our schools maintain excellence and helps our city give desirable things to our community. The proposed building fits well with the other buildings on Maple and Main and would add to the energy and vitality of Downers Grove.

I very much believe this is a positive plan for Downers Grove to help it continue growing in a forward direction.

Sincerely,

Kathy Brant

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Project at Maple and Washington

1 message

Paul Grane <[redacted]> Sat, Jun 12, 2021 at 1:35 PM
To: "spopovich@downers.us" <spopovich@downers.us>, "jzawila@downers.us" <jzawila@downers.us>, "framirez@downers.us" <framirez@downers.us>

I am a resident of Downers Grove and support the project at Maple and Washington Streets.

These higher end apartments will bring more commerce through our downtown retail businesses and substantially help with additional tax revenue. The proposed building will complement the beauty of North Downers Grove and is appropriate for our neighborhood. It will be replacing a parking lot, an older yellow siding home, and an outdated ranch style, brown brick office building. With the public parking garage directly to the north of the property, it is the perfect solution for that parcel of property.

Thank you.

Paul L. Grane

3855 Douglas Road

Downers Grove, IL 60515

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Proposed Multifamily Development

1 message

Mike Semenek <[redacted]t> Sat, Jun 12, 2021 at 2:36 PM
To: "jzawila@downers.us" <jzawila@downers.us>

Mr Zawila,

As a 40+ year resident of Downers Grove, I would like to share my thoughts with you regarding the new development planned for the corner of Maple & Washington. My home is just a mile away from that location, & I pass it frequently. I believe this development would be a beneficial addition to our community and would improve that now under-utilized property. This is an excellent opportunity to unify the appearance of the block on Maple from Main to Washington & enhance the village's growth.

Thank you for considering my input. I urge you to vote to approve this development.

Mrs. Joyce Semenek, 950 Blanchard St.

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Proposed development at Maple and Washington in Downers Grove, IL

1 message

DEBORAH MORRILL <[redacted]> Sat, Jun 12, 2021 at 3:09 PM
To: "spopovich@downers.us" <spopovich@downers.us>, "jzawila@downers.us" <jzawila@downers.us>, "framirez@downers.us" <framirez@downers.us>

Stan, Jason and Flora,

I understand that the Village of Downers Grove (Village) has requested input regrading the proposed development at Maple and Washington in Downers Grove. My wife and I are 33 year residents of Downers Grove, IL and we support the development. I offer the following thoughts:

1. When we moved into our current home in 1988 we recognized that the Village was aging and many of the downtown properties and many of the properties throughout the Village could use "a shot in the arm".
2. We were a little concerned about the long-term direction the Village would take: would it pretty much stay in its current state or would it strategically advance into the future?
3. Thankfully, under the leadership of then mayor Betty Cheever and a proactive and forward thinking village council, the Village developed, approved and advanced the Downtown Development Plan.
4. We have watched over recent decades as the downtown has transformed from a sleepy little alcove into a vibrant, exciting and resource abundant area.
5. The downtown development over recent years has drawn in quality retail businesses and attractive dining establishments that not only serve the downtown residents, but all residents of the Village and the surrounding communities as well.
6. Additionally, the new downtown residential buildings have afforded opportunities for so many to move into the downtown area to be able to effortlessly visit these businesses and restaurants.
7. Perhaps equally significant, so many commuters have moved into the new downtown apartments and condos to be able to walk to the BNSF's express trains to downtown Chicago.
8. All of the above has raised the image of Downers Grove throughout the Chicagoland area. I offer that this is an important part of the catalyst that has attracted many builders to purchase the older residential properties throughout the Village and replace them with state of the art new homes.
9. All of the above have been a great asset for the residents of Downers Grove as our property values continue to increase and the tax base grows which improves our parks, schools and civic services.

We support the development at Maple and Washington as it is another step in the implementation of the visionary Downtown Downers Grove Development Plan.

David Morrill
510 36th Street
Downers Grove, IL

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Plan Commission June 14, 2021 Meeting -- Opus Development Proposal

Michael Gaubatz <[redacted]> Sun, Jun 13, 2021 at 6:42 PM
To: "zawila@downers.us" <jzawila@downers.us>, "spopovich@downers.us" <spopovich@downers.us>
Cc: Julie Gaubatz <juliegaubatz@yahoo.com>

Dear Members of the Plan Commission,

Thank you for spending so much time over the past several weeks listening to the community for feedback about the ongoing iterations of the Opus proposal for the property at Washington and Maple. My wife and I unfortunately can't attend this week's meeting due to health reasons, but we've been heartened by the Commission's responsiveness to our community's feedback, which has been obvious both by your attentive interpersonal presence during our public comments and by the recorded minutes of your meeting deliberations. We also are heartened by the beginning directions of Opus's design changes in response to your guidance and synthesis of the community's feedback. While these changes are bringing the proposal closer to a win-win for Downers Grove, the neighborhood and the developer, though, the latest iteration still suffers from an overly tall western section that crowds and occludes sunlight from the landscaped Marquis courtyard and its 8 architecturally arranged honey locust trees. We hope that as part of your discussion you will be able to direct the developer to consider at least a modest height reduction to the western section of the building.

Given the SW/NE skew of Maple Avenue, we also wonder whether a reoriented massing of the proposal might improve the building's response to the sun's summer azimuth that would benefit not only the Marquis courtyard but also the proposal's pool amenity, which as currently designed would suffer significant afternoon shadowing caused ironically by the height of that same offending wall.

That reflection aside, though, we're grateful that we can know you will continue to advocate for our neighborhood in your ongoing conversations with Opus to bring a valued community asset to this important site. Thank you for the well-informed and thoughtful feedback you've already been providing to Opus's team and thank you for taking everyone's concerns so seriously. We greatly appreciate your work!

Sincerely,

Julie and Michael Gaubatz

940 Maple Avenue (The Marquis), #[redacted]

Downers Grove IL

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

RE: 6/14/2021 Plan Commission Meeting regarding Opus Development Plans for Washington and Maple

Pete Mesha <[redacted]> Sun, Jun 13, 2021 at 9:22 PM
To: "rtbarnett@downers.us" <rtbarnett@downers.us>, "ghose@downers.us" <ghose@downers.us>, "mearl@downers.us" <mearl@downers.us>, "nwalus@downers.us" <nwalus@downers.us>, "lsfugitt@downers.us" <lsfugitt@downers.us>, "rkulovany@downers.us" <rkulovany@downers.us>, "cgray@downers.us" <cgray@downers.us>
Cc: "spopovich@downers.us" <spopovich@downers.us>, "jzawila@downers.us" <jzawila@downers.us>, "dfieldman@downers.us" <dfieldman@downers.us>, "mbaker@downers.us" <mbaker@downers.us>, Flora Ramirez <framirez@downers.us>

Mayor and Commissioners –

Attached are my thoughts relative to Opus Development's design revisions which are included in the Plan Commission Agenda for tomorrow night.

My prior objections to the project based on Opus failing to prove that they have passed the Special Use Approval Criteria still stand.

Thank you for considering my viewpoint.

Pete Mesha

940 Maple Ave. Apt [redacted]

[redacted]

Sent from Mail for Windows 10

From: Pete Mesha
Sent: Sunday, May 16, 2021 11:37 AM
To: rtbarnett@downers.us; ghose@downers.us; mearl@downers.us; nwalus@downers.us; lsfugitt@downers.us; rkulovany@downers.us; cgray@downers.us
Cc: spopovich@downers.us; jzawila@downers.us; dfieldman@downers.us; mbaker@downers.us; Flora Ramirez
Subject: RE: Public Hearing for Opus Development Plans for Washington andMaple

Mayor and Commissioners –

Thanks to those of you who sent personal responses to my first letter. I appreciate that very much.

Attached are my comments on the "Report for the Plan Commission" with regard to Opus Development's petition to develop 167 apartments next to the Marquis on Maple. Given the short amount of time we have to review the 210 pages of information, please forgive my casual review comments spread throughout the attached document – best I could do.

These comments are generally consistent with my previous thoughts expressed in my 4/19/2021 letter to all of you. In my view the Opus Development fails to pass the criteria - Section 28.12.050.H Approval Criteria – Special Uses – paragraphs 1 and 2. I recommend you reject the petition from Opus when it comes before you, assuming there are no further design mitigations offered by Opus.

I intend to give testimony at the meeting. I may have follow-up concerns to address after the meeting as well.

Thanks in advance for considering the concerns of the 55 homes within the Marquis on Maple which should be considered a neighborhood in its own right and not just an adjacent building with people living in it.

Pete Mesha

940 Maple Ave. Apt 414

[redacted]

Sent from Mail for Windows 10

From: Pete Mesha
Sent: Monday, April 19, 2021 11:33 AM
To: rtbarnett@downers.us; ghose@downers.us; mearl@downers.us; nwalus@downers.us; lsfugitt@downers.us; rkulovany@downers.us; cgray@downers.us
Cc: spopovich@downers.us; jzawila@downers.us; dfieldman@downers.us; mbaker@downers.us; dean.newins@opus-group.com; paul.robertson@opus-group.com
Subject: Opus Development Plans for Washington and Maple

Mayor/Commissioners/Staff –

I am submitting the attached letter for inclusion in the project record relative to the plans for development of the northwest corner of Washington and Maple by Opus Development.

My information on the project is from the Opus presentation to adjacent homeowners at the Baptist Church on 4/14/2021.

Thank you,

Pete Mesha

940 Maple Ave. Apt [redacted]

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PLAN COMMISSION HEARING – 06.
SUMMARY OF OPUS RESPONSES TO

Since the Village Code requires no more than 54.5 units per acre, Opus could satisfy the Comprehensive Plan encouragement to provide "greater residential density" by providing just 60 units per acre or 75 units per acre there is nothing notable about their proposed 124 units per acre, except that is it is too dense.

June 09, 2021

CONCERN AREA 1: *DENSITY*

RESPONSE: To achieve the goal of The Comprehensive plan to "encourage ***greater residential density*** in the Downtown Edge to help facilitate a vibrant and energetic downtown", the design is based on the precedent that was set by the highly successful Maple & Main multifamily development as approved by the Village in 2016. The subject property has a lower residential density at 124 units per acre than the residential density of Maple & Main at 132 units per acre. Maple & Main also includes commercial space, which further intensifies the overall density of that development. It should also be noted that the Maple and Main land acreage is significantly smaller than the subject property by 33%. Applying the Maple and Main density to the subject site yields a project of 179 units, significantly more than the 167 units that are proposed.

The proposed form of the building meets the Village guidelines for building height requirements, build-to zones, street wall and the increased density in the Edge zoning area.

While the proposed development is less dense than the precedent that was established by the Maple & Main approval in 2016, the requested density is necessary to support The Comprehensive Plan goal that "the Downtown Edge should be understood as a combination of (1) transit-oriented development (TOD) – a mixed use residential and commercial area that seeks to leverage access to public transportation, and (2) an area of ***greater residential density*** to facilitate a vibrant and energetic downtown while providing economic sustainability to the Core."

CONCERN AREA 2: *DOG RUN*

RESPONSE: Opus is proposing an enclosed designated dog run area located on the north side of the development. The dog run will be access-controlled with sally ports and outfitted with a pea gravel surface to encourage residents to utilize this amenity as a pet relief area. In addition, the dog run will be adjacent to the pet spa area and exercise equipment will be provided. To ensure proper maintenance of the space, Opus will provide a waste bag dispenser, a trash receptacle, as well as a hose bib and the property management company will ensure the space is regularly maintained. The area will be approximately 6 feet wide by 120 feet long; an exhibit has been submitted to the Village containing more specific detailing of this area. The dog run will be accessed through a secured, access-controlled door in the northwest stairwell near the interior pet spa for resident convenience. Furthermore, the landscaping plan outlines approximately 100 lineal feet of landscape area located between the main residential entry and the southwest corner of the proposed development which will encourage residents to guide their pets towards this feature as the first pet relief area if residents choose to walk their pets through the lobby instead of the dog run.

According to data provided by a leading national multifamily property management company, a survey of 14 suburban Chicago Class A multifamily properties containing 4,999 units shows that these properties are home to 816 dogs and 403 cats, which equates to 16% of the units for dogs and 8% for cats. Applying these metrics from almost 5,000 units to the proposed 167 units, there would be approximately 27 dogs and 14 cats in the subject property. The pet facilities as designed will have capacity to accommodate significantly more pets if the property attracts a disproportionate share of pet owners.

CONCERN AREA 3: *PEDESTRIAN SCALE*

OPUS
THE OPUS GROUP

I count 6 uses of various forms of the verb "activate" here - which is easier to write than to inculcate into a design, apparently.

RESPONSE: The proposed site is unique in that is slopes 14ft from the southwest corner to the northeast corner. This site condition creates challenges as well as opportunities to activate the streetscape while providing pedestrian scale. The design solution uses landscape features that "peel away" to expose activated areas of the building base. The residential entrance along Maple Avenue has been redesigned to create a more activated pedestrian experience. A patio area with furniture has been integrated into the entrance to create an indoor/outdoor experience. This is adjacent to the residential main residential entrance.

The corner of Maple Avenue and Washington Street provides another opportunity to activate the streetscape. As the site continues to fall, the corner exposes the church parking garage entrance. The entrance will be the main connection between the church and the parking garage. It is a two-story space with tall glass areas, a hanging light fixture and art on the interior walls of the stairwell. Based on our understanding of the church calendar, this corner entry element will be heavily used throughout the week providing for an activated street corner and building edge. This design solution also creates a controlled and safe way to cross the street.

As we move down Washington Street, the buildings floor plate again times out with grade creating the church's parking entrance as well as the pedestrian accessible entrance. These elements help activate this portion of the building by providing ways to enter and exit the building.

The remaining edges of the building will have windows with a fritted film and wall mounted decorative lighting to help provide visual interest along the street. These po
variety of scale and texture adding to the buildi
friendly allowing residents that do not use the dog
The Marquis.

Increasing the Marquis-Facing Facade setback is helpful. I look forward to reading their solar study. A reduction in building height here would dramatically improve the impacts to the adjacent Marquis while reducing density at the same time.

CONCERN AREA 4: *MARQUIS-FACING FAÇADE*

RESPONSE: The setback of the residential structure has been increased to 15 feet from the west property line in the southwest corner and 20-26 feet in the majority of the west side of the building. The 15 foot setback from the west property line is 50% larger than the 10 foot setback at The Marquis and still satisfies the guiding principles in The Comprehensive Plan and the Downtown Design Guidelines for a continuous streetwall on Maple Avenue. This represents a 5 to 16 foot increase over the original design for a majority of the property line. This increase in the setback creates significant separation between the building and The Marquis and provides for ample sunlight and airflow into The Marquis property. With this improvement, the solar study which will be shared at the June 14 Plan Commission meeting now shows that by 10:00 AM, there should be no shade in the Marquis courtyard caused by the proposed development. Furthermore, The Comprehensive Plan calls for zero foot setbacks for this particular site and Zoning Code encourages lot line-to-lot development in the Downtown Edge areas. No sunshine or open space easements which limit shadows or building height encumber the subject site.

CONCERN AREA 5: *UTILITIES*

RESPONSE: Emergency response elements will be located on the exterior of the building as required by code and/or the Authority having jurisdiction. Our development has the benefit of having the double doors to the fire pump room tucked back so the letters "FACP" are not expected to be openly visible. Utility meters will be placed in locations coordinated and approved by local utility providers. It is anticipated that the Nicor gas meter will be located on the North side of the building near the NE corner. ComEd meter will be located inside the building in the electric room. Utilities and connections outside the building will be screened as best as possible by landscaping.

While the traffic study and the signal warrants do not indicate any theoretical issues - those of us who observe the real-life interplay of pedestrian, bicycle and motor vehicles on the approach/departure legs of the intersection see harrowing near-misses every day. More traffic = less safe .

CONCERN AREA 6: *TRAFFIC STUDY*

RESPONSE: As stated in the Report for Plan Commission for the May 17, 2021, meeting, Village Staff concurs with the findings of the KLOA traffic study that concludes that the roadway system has sufficient reserve capacity to accommodate the proposed development.

To increase pedestrian safety at the intersection of Maple Avenue and Washington Street, Opus has worked with Village Staff to approve Opus striping the crosswalks with a continental crossing design (aka "piano keys"). This will increase motorist awareness of the pedestrian crossing and improve visibility of pedestrians as they cross the street.

The location of the church pedestrian entrance to their parking area in the southeast corner of the building directs all pedestrian traffic to the four-way stop sign-controlled intersection at Maple Avenue and Washington Street. This addresses the current unsafe condition where people using the existing surface lot tend to cross Maple Avenue mid-block and not in the crosswalk at the controlled intersection. Pedestrian safety and traffic flow will improve with the pedestrians being out of the vehicular traffic on Maple Avenue and instead crossing the street in the crosswalk.

The traffic volumes and traffic patterns were analyzed for a potential traffic signal at the intersection of Maple Avenue and Washington Street. The study concluded that the intersection does not meet the warrants necessary to support a traffic signal at the intersection.

CONCERN AREA 7: *LOADING ZONE*

RESPONSE: To address the loading and delivery needs of the proposed development and the neighboring properties, Opus has requested and the Village Staff has approved the exclusive use of the five newly-created parking spaces on Maple Avenue for loading from 7:00 a.m. until 3:00 p.m.. This is in excess of the three loading positions that are required by zoning. No zoning variance is required for the on-street loading positions in lieu of off-street loading positions because the Community Development Director has previously approved the three on-street loading position as an acceptable solution.

Given the increase in deliveries created by the increase in on-line purchases, the on-street loading positions are a better solution for frequent deliveries. In studying the delivery patterns at The Marquis and Maple & Main, delivery drivers including UPS, FedEx and Amazon tend to park their delivery vehicles in the Maple Avenue traffic lanes while making deliveries to The Marquis instead of pulling into the property to use the off-street loading space. This blocks traffic on Maple Avenue and contributes to traffic congestion. In contrast to that experience, delivery drivers use the Maple & Main on-street loading space, which limits the disruption of traffic on Maple Avenue.

The best solution is for the building to accomodate interior loading off the streets. Designating all the street parking for loading just aggrevates one problem (lack of suitable guest parking) for another (lack of a proper off street loading area).

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Proposed Project - Maple and Washington

1 message

Greg Ryer <[redacted]> Sun, Jun 13, 2021 at 9:48 PM
To: spopovich@downers.us, jzawila@downers.us, framirez@downers.us

I am a 31 year resident of Downers Grove who lives at 5804 Washington Street and supports the project at Maple and Washington Street. I was fortunate to take advantage of the Metra Express that runs to Chicago for over 6 years. I am sure this project would allow many of the new residents to take advantage of it as well. We look forward to hearing the next steps in bringing new development to the downtown area.

Thanks

Greg Ryer

5804 Washington St

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Approval of Maple and Washington Street Project

Sharon Ryer <[redacted]> Sun, Jun 13, 2021 at 10:37 PM
To: spopovich@downers.us, jzawila@downers.us, framirez@downers.us

I am a long-time resident of 5804 Washington St, Downers Grove and am in favor of the Maple and Washington Street Project. I am sorry I was not able to attend the past village meeting, May 17, to voice my approval. After reviewing the proposed project I believe this would be a great addition to the downtown area of Downers Grove. I believe that Opus has done a good job in making the development aesthetically pleasing and in keeping with the surrounding buildings and addressing the needs of the community. I would urge you to work towards the approval and moving forward on this project.

Thank you for your time,
Sharon Ryer

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Supporting Development at Wash & Maple

1 message

Dennis Gonier <[redacted]> Mon, Jun 14, 2021 at 5:54 AM
To: spopovich@downers.us, jzawila@downers.us, framirez@downers.us

Good morning Mr. Popvich, Mr. Zawila, and Ms. Ramirez,

I am writing to briefly share and document my support for planned development at Washington and Maple.

I reside in Downers Grove with my wife and two children at 5252 Washington Street. I hope to attend the meeting this evening and share my views.

Simply, the greater good is served by this project's impact on our community businesses, downtown vitality, public services, and property values.

Please share as you see fit.

Dennis

Dennis E. Gonier

"There is no limit to what you can accomplish if you don't mind who gets the credit."

Reach me at [redacted] or [redacted]

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Maple / Washington Residential Development

1 message

Alex Sutterer <[redacted]> Mon, Jun 14, 2021 at 11:48 AM
To: framirez@downers.us, spopovich@downers.us, jzawila@downers.us

Hello,

I'm a resident of Downers Grove (4624 Linscott Ave) and am reaching out to voice my support of the proposed new development at Maple and Washington. I believe the development will be a boon to the downtown district, while adding significant tax dollars (which, conversely, currently generates minimal revenue for our village).

I've researched the developer, Opus, and know they've had multiple very successful residential projects.

I hope to see the development proposal pass board approval!

-Alex Sutterer

Public Comments Received After Agenda Packet Publication

Posted

June 14, 2021 – 4:00PM

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Maple and washington

Todd Davies <[redacted]> Mon, Jun 14, 2021 at 1:21 PM
To: Jason Zawila <jzawila@downers.us>

Jason-
As a business owner in downtown Downers Grove, as as a resisdent, I believe the development on maple and Washington will not only increase my business value but also create an even more vibrant downtown. It will also increase my home value. A welcome and needed addition to downtown!

Thank you!
Todd Davies

Cadence Kitchen & Co
5101 Mochel Dr.

The Foxtail
5237 Main St.

The Rec League
844 Warren Ave.

Downers Grove,60515
[redacted]
www.cadencekitchen.co

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Maple and Washington

Sam Vlahos [redacted]
To: Jason Zawila <jzawila@downers.us>

Mon, Jun 14, 2021 at 1:37 PM

As a business owner in downtown Downers Grove, and a new resisdent, I believe the development on maple and Washington will not only increase my business value but also create an even more vibrant downtown. It will also increase my home value. A welcome and needed addition to downtown!

Sam Vlahos
Fuller House/Pierce Tavern
[redacted]

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Development at Main & Washington

1 message

Jerry Mastalarz [redacted] Mon, Jun 14, 2021 at 1:55 PM
To: jzawila@downers.us

Mr. Zawila,

I am a commercial real estate broker and a resident of Downers Grove. I recently caught wind of a possible development slated for our downtown at Main & Washington. I am writing you today in support of the project for various reasons:

- High density residential supports the economic vitality of the downtown by bringing more people to the downtown which will increase demand for neighborhood services
- A thriving downtown attracts and retains residents throughout Downers Grove and improves real estate values in the entire community
- Transit-oriented-development (TOD) minimizes the impact on traffic and downtown parking because the residents are within walking distance of the downtown merchants and the METRA station.
- Maple & Main and Burlington Station achieved rapid lease-up and have maintained high occupancy rates and strong rental growth which demonstrates the demand for luxury apartments in downtown Downers Grove
- The residents of Maple & Main, Burlington Station and other high-density residential buildings have helped the downtown businesses by supporting them through the pandemic.
- The reduced reliance on the automobile reduces pollution and carbon emissions
- The proposed high-density multifamily development is consistent with The Comprehensive Plan for Catalyst Site B-11
- The high quality of the residential finishes and the robust amenity package will attract a highly desirable resident base with substantial discretionary spending ability
- There is a 5-7 year waiting list for commuter parking spaces in the Village parking facilities. This development helps address that issue by creating new residential units that are within walking distance of the METRA station.
- Residents of luxury apartment communities frequently purchase a residence and therefore the proposed development will attract and retain potential residential buyers throughout Downers Grove

Just my 2 cents.....

Regards,
Jerry Mastalarz
521 Sherman Street
Downers Grove, IL 60515

Regards,
Jerry Mastalarz
[redacted]

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Maple and Washington

1 message

Michael Ricchio [redacted] Mon, Jun 14, 2021 at 2:02 PM
To: "jzawila@downers.us" <jzawila@downers.us>

Hi, this is Mike, owner of MAR Health & Performance in downtown Downers Grove.

As a local downtown Downers Grove business owner I believe the development on Maple and Washington would be a welcomed addition to our community, both as a business owner and as an individual who wants to see positive growth in the Downtown Downers Grove.

Thank you!

Michael Ricchio, MS, NSCA-CSCS
Owner/operator
MAR Health & Performance
[redacted]

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Maple and Washington development

1 message

Kerwell Premium CBD House [redacted] Mon, Jun 14, 2021 at 2:02 PM
To: jzawila@downers.us

Hello,
I hope this e-mail finds you well as a local Downtown Downers Grove business and also, a resident I believe that the development on Maple and Washington would be a positive addition to our community not only for our business but as a resident of DG who would love to see positive growth in our town! We feel that the development will be very welcomed and a needed addition to our wonderful town!
--
Peace, Love & Health,

Brittany Aiyash | Kerwell

[redacted]

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

OPUS Development

Jennifer Engel [redacted] Mon, Jun 14, 2021 at 2:19 PM
To: "rtbarnett@downers.us" <rtbarnett@downers.us>, "ghose@downers.us" <ghose@downers.us>, "spopovich@downers.us" <spopovich@downers.us>, "jzawila@downers.us" <jzawila@downers.us>

Good afternoon,

Please see the attached letter in response to the Opus Development June 9th update for Maple and Washington. I remain opposed to the build as it is currently depicted. It seems they have done very little to address community concerns since the May meeting.

Thank you,

JENNIFER ENGEL
940 Maple Avenue
Unit #203
Downers Grove, IL 60515

OPUS Development Meeting_20210614.docx
19K

6/14/2021

Village of Downers Grove Plan Commission

RE: **Opus Development at Maple and Washington**

As a Downers Grove resident and occupant of the Marquis on Maple, I'd like to reiterate several concerns that have not been adequately addressed by the Opus Development since the May 17th meeting.

1. **Density**: Sheet A.12 states the multi-family structure continues to offer 167 units. Ninety-four (56%) of the units remain one bedroom with an average of 760 SF living space. Two-bedroom units represent only 26% of the building. Based on the current availability of units at Maple and Main as well as Burlington Station this density is not warranted. Further, it would seem to some that the Opus Development has not considered that Downers Grove is largely a *family community*. Adding more two-bedroom units will allow families to enjoy the downtown lifestyle Downers Grove has to offer. Additionally, it will drive up the cost of the rental units which intangibly benefits its immediate neighbors.
2. **Dog run:** Please add grass to the dog run. Dogs love grass. Dog owners love a happy pet. Unless grass is added, I feel it is inevitable that the Marquis on Maple will be hosting dogs from both Maple and Main as well as Opus at the grassed island in front of the property. The area is congested as is. Downers Grove will continue to be the pet friendly place it is should pets of all multi-unit dwellings have a proper space to utilize the bathroom on their own property!
3. **Traffic Study:** I'd like the Village and Opus to publish the traffic study. It is illogical to assume that pavement markings will correct congestion on Maple Avenue. Congestion and frustration will only increase as the Opus multi-family building residences become occupied. Congestion and frustration have been proven to lead to increased instances of road rage and accidents. Washington and Maple are the nearest cross walk for the two schools on Maple Avenue. It also serves as a bus stop for junior high students at Herrick. It is purely irresponsible to add the Opus development without the addition of a stop light. If a stop light cannot be added with the build, I suggest the Village provide a flagger/traffic guard to aid children crossing the street to/from school. **I further suggest that Opus be responsible to pay for a 3rd party independent multi-day traffic study (weekdays and weekends) once the building is fully occupied. Opus Development should be liable for 50% of costs related to traffic guards and the addition of an automated traffic light should a traffic light be warranted within five years of final occupancy.**
4. **Loading Zone:** As a resident of the Marquis on Maple I find Opus's rebuttal here to be unfounded. Amazon, UPS and FedEx drivers routinely pull into the parkway to make deliveries.

   The Opus Development should provide ample unloading space within their garage. As noted in the previous meeting, building management can and will schedule move-ins. It is unreasonable to believe they will be in control of residents moving out.

5. **Garage:** Again, please consider removing all garage entrances from Maple Avenue. If this cannot be done, please modify the existing entrances so that residential parking is limited to Washington Street. It is possible that Opus will need to re-engineer the garage by adding a ramp between upper and lower level of the garage. Keeping an additional 167 plus vehicles from routinely adding to the traffic mix on Maple is in everyone's best interest and will help to maintain the value of all properties on Maple Avenue.
6. **Mix Use:** It is debatable that church parking qualifies this structure for mix-use. Generally speaking, when we think of mix-use classification, we think of uses that benefit the building residents and the community at large. It is uncharacteristic of a mix-use building to limit its sole *multi-use* to a private group such as a faith based church that generally excludes 99% of the community.

   Ideas for mix-use that will not add to the traffic congestion would be inclusion of businesses that generate similar business volume to those being displaced by this build. This type of business could be facilitated by "town-home" style dwellings like that offered by **229 Park Avenue** in Clarendon Hills where residents can operate a small business from the first floor of their two-story residence.

7. **Property Tax:** Will the Opus Development property taxes be adjusted to align with what others in the community pay to reside downtown? It was last stated that Opus plans to pay approximately $600,000 annually in property taxes. That equates to $4.17/RSF. It hardly seems adequate as this is not a primary residence, but a business. For example, I pay $6.79/RSF for my primary residence of which I operate no business from. I propose Opus should pay their fair share of taxes or that residential property taxes in the downtown area, like mine, are pro-rated to match. This would equate to a $4,493. annual tax savings for myself as an example.

Thank you for your consideration of these thoughts and opinions.

Sincerely,

Jennifer Engel

Marquis on Maple Resident

VILLAGE OF DOWNERS GROVE

Jason Zawila <jzawila@downers.us>

Fwd: The Opus Development

Jason Zawila <jzawila@downers.us> Mon, Jun 14, 2021 at 3:07 PM
Draft

---------- Forwarded message ---------
From: [redacted]
Date: Mon, Jun 14, 2021 at 3:02 PM
Subject: The Opus Development
To: spopovich@downers.us <spopovich@downers.us>

Re: The Opus Development at Maple and Washington

We own property on the northeast corner of Maple and Washington. We are writing to express our support for the Opus Development directly to the west of us.

Kenneth Marks
Fleming, Marks, & Iuorio
902 Maple Avenue
Downers Grove, Illinois 60515
[redacted]

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Approved

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

May 17, 2021, 7:00 P.M.

FILE 21-PLC-0006: Petition seeking approval of a Planned Unit Development, a rezoning from DB to DB/PUD and a special use to construct a 167-unit apartment building. The property is located on the northwest corner of Washington Street and Maple Avenue, commonly known as 932 Maple Avenue, 928 Maple Avenue, and 5240 Washington Street, Downers Grove, IL (PIN 09-08-306-033, -034, and -035). Opus Development Company, LLC, petitioner; Owners Teachbeyond, Inc., LLC Shulz, LLC and First Baptist Church.

Chairman Rickard reviewed the procedures and protocol for the public hearing, noting the Committee Room was available for overflow seating and that a live stream of the meeting will occur in that room.

Petitioner, Mr. Paul Robertson, Development Director of Opus Development Corporation, 9700 Higgins Road, Rosemont, IL discussed the background of his company noting the company has developed 15 various projects over the years in Downers Grove.

Mr. Dean Newins, part of the architectural group with Opus Development reviewed the vision/purpose of the project, which was to bring a high quality, mixed-use project to the downtown area following the village's comprehensive plan and its design guidelines. Proposed were 167 units comprised of 1 to 3 bedroom units, 234 residential parking spaces (1.4 stalls per resident) and 71 parking spaces for the Baptist Church. Five levels of residential space and two levels for parking would be created by combining a total of three parcels. Parking would be allowed for the First Baptist Church. A review of the site plan followed. Vehicle access for the parishioners to the Church would be off Washington Street.

Mr. Newins addressed the fact that a neighborhood meeting was held in the Church's sanctuary and the four key points came out of that meeting: 1) the design impedes the view of the Marquis in the northeast corner (sight lines were opened up); 2) how would the residents of the new building walk their pets (a dog run around the site has been created); 3) vehicle cueing off of Maple Street (garage door was moved in further to allow the cue so that vehicles could get off of the street); and 4) loading and trash removal (parallel parking spaces were used to create an appropriate pull-off for delivery/garbage trucks). Starting from the bottom up, a review of the garage parking circulation for the church parishioners and residents followed. Next, the amenity deck followed, and then the residential units moving upward. Examples of the various residential units followed as well as an explanation of the how the village's Design Guidelines played into the development of the structure.

Returning, Mr. Paul Robertson provided various images/views of the development and a streetscape for comparison to nearby buildings (Maple and Main and the Marquis). The proposed height of the building at the southwest corner was 6-7 feet below the Marquis and Mr. Robertson noted the building was within the height requirements for the zoning district. The site was identified as a B-11 catalyst site in the comprehensive plan, it was a multi-family residential project, and the building was stepped back to the east, being respectful of the nearby

residential/single-family neighborhood. Because the parcel was a redevelopment site Mr. Robertson believed it would bring more residents to the downtown area and add to its vitality. It was walkable and met the transit-oriented development guidelines. The criteria for the planned unit development was also met with the proposed development.

Mr. Robertson pointed out that apartment/condo buildings are an allowed special use, with prior approval. As for the impact on property values, in speaking with a MAI appraiser, his opinion was that such a development brought exposure and potential buyers to an area, which increased market conditions. For approval purposes, Mr. Robertson relayed he was requesting a reduction in lot area per dwelling unit to achieve the density envisioned in the Comprehensive Plan and was consistent with the Maple and Main structure. In summary, the project met the bulk standards for the zoning district except for the lot area per dwelling unit.

Mr. Michael Worthman, traffic engineer with KLOA, Inc., reviewed the traffic study for the proposed transit-oriented development, pointing out that because it was a transit-oriented development, there was less reliance on the automobile and the parking demand would be reduced to a typical suburban apartment development. Census data reflected that twenty- to twenty-five percent of residents in such downtown developments commuted to and from work (by train) and walked to nearby restaurants. The two access drives for the site were reviewed and two current access drives on Maple would be removed. Mr. Worthman review traffic counts, noting they were done using pre-pandemic conditions. Background growth was added to count for future growth in the area, reflecting that the roadway had sufficient capacity to handle the traffic generated by the development. The intersections would continue to operate at good levels of service and no improvements were required at the intersections. The parking met the village's parking requirement. Mr. Worthman recommended that the parking garage exit have visual warning devices warning pedestrians of a vehicle's exit.

To address loading/unloading and trash removal, five parallel parking spaces would be added along the Maple right of way; three spaces designated for loading/unloading and two spaces for general use. Details and images followed regarding the process. Mr. Robertson welcomed questions.

Per the Chairman's questions, the village's traffic engineer did review the KLOA findings and he was in agreement with the report. Chairman Rickard invited commissioner input.

In reviewing the images provided by the petitioner and how the project will inter-connect with the character of the downtown area, Commissioner Maurer asked the petitioner to explain how the east elevation related to the downtown pedestrian-oriented character of the downtown. Turning to the front facade, he voiced concern about the current challenges for loading/unloading and delivery trucks already on Maple Avenue and how the tenants would feel about it, wherein Mr. Robertson explained that tenant loading/unloading would be scheduled during off-peak hours whereas trash services were scheduled. Amazon deliveries would drive to the same loading zone but move off from the traffic flow. The five parking spaces would allow for that. An explanation for the perimeter dog walk was also raised.

Mr. Newins also addressed the various types of brick being used on the building. Commissioner Maurer inquired as to why the petitioner was seeking more than double the density (number of units) for the site, wherein Mr. Robertson returned and explained it was the density the

Approved

Comprehensive Plan called for and it was consistent with the units at the Maple and Main development. An explanation of an alcove apartment was explained, followed by the breakdown of unit types: 28 alcove units; 60% one-bedroom units, 10% two-bedroom units and five three-bedroom units. A market study was completed for the site. Per Mr. Robertson, the Mark of Elmhurst development was well received, was a good benchmark for this development, and he believed the market value for the area was a positive.

Referring to Page 28 of the Comprehensive Plan, Chairman Rickard read text which discussed the type and location of land uses within the downtown area and in the mixed-use areas, pointing out the plan recommended that the ground floor uses be primarily retail, entertainment, personal service with office, and then residential uses located on the upper floors. In this case, he believed, from a pedestrian perspective, there was not much activity for pedestrians and it was a "dead zone." He expected with such plan there would have been some services.

With regard to the commercial space of the project, Mr. Robertson said that village staff was consulted about locating the Maple retail closer to the project. The pedestrian traffic for this area was studied, noting parking was minimal and it was not viable. The topography of the site was also challenging and not much opportunity was available to come in at grade on the one corner. Commissioner Maurer took issue with some of the Mr. Robertson's responses.

Mr. Newins proceeded to explain why the northwest corner of the building was taken back 12 feet, i.e., the building was extending further into the northeast corner and, as different ways were considered to displace it, the solution was to erode the north tower further. Clarification followed.

Chairman Rickard invited public comment.

Mr. Michael Cassa, President/CEO of Downers Grove Economic Development Corporation, 5159 Mochel, Downers Grove, spoke of his promoting the village's comprehensive plan to new developers. He stated that Opus had worked closely with the church to address their parking issues and Opus had a reputation for developing quality projects, including many in Downers Grove. He believed this project was a good economic development project for the village and would be a quality project, bringing customers to the downtown area. He further explained the challenges of adding retail to developments when getting closer to the downtown area or near the train station, given it was a market driven factor.

Ms. Julie Gaubatz, 940 Maple Street, discussed why she and her husband moved to Downers Grove and the fact that the downtown area transitioned into residential neighborhoods. She requested that the developer lower the height of the west portion of the building so that the sun could reach the trees her building had planted in its green space. Secondly, she asked that the building be moved back further from the property line to create space in order to not look into a blank wall. Lastly, she explained that if the building could be moved back an opportunity existed to join the Marquis's green space and create more green space overall.

Ms. Jennifer Engel, 940 Maple Street, #203, inquired about the hours of construction, suggested that all the parking entrances be removed from Maple Avenue, and place the church parking on Maple during the work week. When the parking study was completed, she asked whether a stop light would be installed at Maple and Washington. She further inquired if a crash rail would be provided for the parking deck. Over-wide vehicles overhanging in the loading zone was another

Approved

concern of hers. She felt that having low rents for one-bedroom units could lower the values of property. She recommended to add signage on the building to remind patrons to keep quiet in the neighborhood. She hoped that grass would be utilized in the dog park.

Mr. Pete Mesha, 940 Maple, #414, president of the Marquis Homeowners Association, corrected the developer's comment on the height of the proposed building, noting he was comparing it to the parapet of the Marquis. He referenced his 10-page letter dated April 18th, 2021 which he summarized: Opus's response to the homeowners of Marquis as it related to the northeastern most portion of the Marquis property and its relationship to the proposed structure. Mr. Mesha stated it did not mitigate the issue because the large wall was still present and it affected 16 residents. He did not believe the four-foot wide paved dog run would work and discussed what the Marquis did with their dog run. Other issues he voiced included height. He suggested lowering the building by one story so that the sunlight could be retained and it could shine on the green space. Issues existed with the loading zone and Mr. Mesha suggested the developer create a separate drive-way for the trucks, similar to the Marquis. He suggested creating more guest parking.

Mr. Mesha addressed the standards of approval for the project, specifically that the developer was not sensitive to his building's design, the development did not meet Special Use requirement No. 2 as it relates to the general welfare of the neighborhood or community, and explaining that the developer had to consider the residents of the Marquis and not just another adjacent building. He believed the developer had to prove how Special Use No. 3 was being met and its affect on property values since he and his east side Marquis neighbors paid a premium for their units. He did not feel the appropriate terms and conditions were protecting his and the homeowner association's interests and believed the applicant failed the standards.

Mr. Glen Hoffman, 840 Maple Avenue, suggested that the village increase the amount of feet for the neighbor notification process, voiced concern about the traffic counts for the nearby intersection -- stating that westbound traffic on Maple and Washington (pre-pandemic) can back up to the railroad tracks. He also voiced concern about the building's view of a grammar school below and wanted assurances from the building's management that they would provide background checks on their tenants. He preferred having retail on the first floor also.

Mr. John Symowicz, 940 Maple Avenue, expressed that the building's request for the PUD zoning should not be granted due to its large size on a small parcel. He noted this was a transition area and the building should be modeled after the Marquis. Too much was being placed into one space, similar to a dorm, and where single tenants could start to double-up. Also, the traffic study never mentioned the preschools. Mr. Symowicz believed an off-road loading zone should be built, given the additional traffic that would be created by the various delivery services as well as school buses. He stated the developer failed to mention the Westmont and Lisle developments where their parking ratio was higher than the Marquis.

Ms. Jennifer Engel, 940 Maple Street, returned stating her background was in concrete construction and inquired of the developer if a tower crane was going to be used. She wanted to see the developer's logistics plan, swing radius, etc. She asked if the proposed development would offset the homeowners' property taxes. She supported more retail. She also suggested the developer visit 229 Park site in Clarendon Hills and pointed out that there were unleased apartments in nearby buildings that were available which could affect property values.

Approved

Ms. Charlene Klabacha, a resident of the Marquis, explained why she and her husband chose to live in Downers Grove and why they moved into the Marquis – trees and light. As a prior church minister, she questioned why so much land and space was being given to the church for parking when a nearby garage could be used by the church. She voiced concern about security in the parking garage, property taxes, provide more guest parking, and suggested the developer create condos instead of apartments.

Ms. Shannon Lucas, a Marquis resident, faced east, and said she moved to Downers Grove because she did not want to live next to a larger development and also paid a premium for her condo. There was no guaranty that property values would not decrease significantly with the development. She found it difficult that the developer continued to compare the proposed building to the Maple and Main development, which has never been at capacity, and questioned why more units would be added to the area. Safety issues were also raised. Planning Manager Zawila referenced Ms. Lucas's written comments were also provided on the dais.

Ms. Manwai Lai, 940 Maple, referenced her written letter and asked the developer to provide the numbers for the rental demand for the 167 units. She stated the area was transitional and she was concerned about traffic safety and whether lighting/camera security would be provided on the building.

Mr. Tom Weiler, 709 Maple Avenue, noted the transitions seen on Maple Avenue over the years and talked about the change in character of Maple Avenue especially when the Marquis and Maple and Main buildings came in. Mr. Weiler shared the issues raised back then were the same being raised today. He voiced concern about the proposed building's density and massing stating it did not fit the character of Maple Avenue.

Mr. Jordan West, 940 Maple Avenue, lives on northwest corner of the building and pointed out that school buses currently park in the church parking lot. He asked where would they park in the future. Mr. West stated the developer's building in Lemont sought higher density apartments but Lemont pushed back and asked for less density. He voiced safety concerns for the nearby intersection as he had a child. More guest parking was needed.

Mr. Austin Klinkler, 930 Summit, voiced the changes seen on Maple Avenue during his entire life in the village and stated the proposal did not fit the character of the area.

Mr. Michael Gahbatz, 940 Maple, loved Downers Grove but had hoped the developer would have been more creative in the design of the building. He pointed out the patio and trees located in the existing green space and the fact that some setback was necessary. He agreed the proposal was too dense for the area and it sacrificed other amenities.

Ms. Pam Berchardt, 940 Maple, voiced concern about the developer's graphics not reflecting the true amount of green space for the dogs that will walk the development. In fact the dog owners from Maple and Main used the dog area by the Marquis building. She stated the amount of grass being provided by the developer was not enough for the density. She emphasized that the density was too much and suggested putting in a coffee shop.

Mr. Stefan Wild, 832 Maple Ave., supported having a coffee shop and a grocery store in the development. He did not favor the east facade as it looked like the back side of a building facing

the downtown. Other concerns voiced included the current congestion problem and poor visibility in the area. Parking and deliveries would be busy. Having more mixed use would be better and he supported seeing more walkability. He did not support the density.

Ms. Maureen Callahan, 840 Maple, expressed concern about the visibility of the corner when she walks her children to their school due to the traffic. She questioned why there were no markings for a school zone. She asked the developer to take another look at the corner.

Mr. Leo Stark, 930 Curtiss, voiced concern about the traffic traveling toward the Acadia that would be causing traffic issues with the entrance/exit that was being proposed for the building. He did not support luxury apartments because they diluted the market for condo buyers. Mr. Stark shared some of the characteristics found in the Comprehensive Plan that should be incorporated into the development, such as front and side setbacks to create open space around the building, parking should be on-street or located in the back of the building with access by entry drives and side streets, etc. He discussed the various sub-areas of the catalyst site and he believed the developer addressed the parking problem first followed by the building.

Mr. Stark read from the comprehensive plan that such developments (in the Edge) should strive to mitigate any negative impacts associated with developments including traffic and parking. He further pointed out that the nearby duplex -- a historic Greek Revival building identified in the village's historic survey -- was not just a building and it should be respected. He asked that the commissioners to take into consideration the true measurements of the plans. He asked commissioners not to buy into the property taxes ($600,000) that will be paid for the development, pointing out that the corner will eventually get developed.

Mr. Stark further pointed out that the promises being made are by the developer and not the actual property owner. He asked the commissioners to think of the tipping point where such large buildings are developed that eventually strangle the arterial road(s) of the village and people will eventually avoid Downers Grove altogether, reminding the commissioners that those who are seeing it get progressively worse live on Maple Avenue. For the record, Mr. Stark stated the seven floor plans he printed out actually totaled six pages and a doorway existed that led to nowhere. Other comments shared were the fact that the developer's focus was on the amenities and the amenities had become inward-facing and all-inclusive, thereby taking away those patrons who could be visiting the downtown bars, the coffee shop, or gym, etc., which then becomes a challenge for the economic development groups.

As for leaving the (heated) parking garage door open from dawn until dusk, Mr. Stark relayed that it was an invitation for the homeless and outdoor rodents. He did not appreciate the church parking its buses on public property that was paid by the taxpayers of the village. He spoke about the various community church groups that meet in the evening hours and asked what was the use of having a garage open during the day. Mr. Stark relayed he wanted to ensure the development would be ADA compliant, did not believe the parking study was accurate, and said the developer could have used the traffic counts from the Main and Maple building for more accuracy. In the downtown parking study he found that the Marquis was short 11 parking spaces, between guests and residents, and the Maple and Main was short 10 spaces. He presumed the proposed building would also be short parking spaces. Lastly, he addressed the shortcomings of the loading zone, the dog walk, and the landscaping.

Approved

Hearing no further public comment, Chairman Rickard invited the village's development planner, Flora Ramirez.

Ms. Ramirez presented her staff report, noting the two requests that were being asked: 1) a special use for the apartment use; and 2) a zoning change from DB to DB/PUD. The site's location, various photographs, and existing conditions were referenced. Floor plans to the building were referenced, as well as the landscaping plan, pet relief area, and elevations. The height of the building met the requirements of the zoning ordinance, the guidelines of the comprehensive plan, and included some of the key ideas from the Downtown Focus Area plan which Ms. Ramirez listed. Both the rezoning criteria and the PUD criteria were referenced as well as the special use criteria for the commission to consider. Staff recommended approval of the development.

Chairman Rickard asked staff of its understanding of the development's garage and security, and whether the garage would be required to be closed or not. He also asked staff about the public parking garage and its allowance for additional parking and whether a staircase could be created at the northwest corner to make the garage more accessible to the proposed development and other developments. Manager Zawila indicated those items would have to be reviewed in detail. As for the occupancy of the public garage, Manager Zawila relayed why the village's 2019 parking study was conducted, which was to look at parking solutions in the downtown area. Council accepted the study but asked staff to look at it and consider making recommendations, but due to the pandemic, staff's recommendations were placed on hold. However, at that time Mr. Zawila stated the study did reflect that during the peak weekday period (12:00 AM to 1:00 PM) approximately 25% of 2,500-plus parking spaces were available. That amount now increased to 46% for the entire downtown area. The Maple and Main development, he clarified, actually had a small surplus of parking along with minor deficits for Burlington Station and the Marquis. Details followed.

Regarding the 2019 (Walker) parking study, Commissioner Maurer confirmed with staff that the study was commissioner by the village and not the petitioner, wherein Manager Zawila affirmed same. Per Chairman Rickard's question on whether the church's dedicated parking was exclusive 24/7 or a private agreement existed between Opus and the Church, Manager Zawila confirmed it was a private agreement and for church parking only. Per Commissioner Rector' question, Manager Zawila stated commissioners could require more conditions to staff's recommendation if desired. No comments were received from the park district. Ms. Ramirez offer information about the densities for other project. The density (lot area per dwelling unit) for the rental units at Maple and Washington were 353 square feet while Main and Maple was approved for 330 sq. feet. The Burlington Station density was approved at 541 sq. feet and the Marquis was approved for 813 sq. feet.

Commissioner Maurer provided comparisons to the lot area per dwelling unit for the proposed development as compared to the other buildings, pointing out that the Business District zoning that the developer was proposing and in which the commissioners would have to base the PUD on, had no limit on bulk floor area ratio, i.e., the density was driven by the minimum lot area while the bulk was driven by the floor area ratio. Meaning the developer could construct many units at a smaller square footage.

Chairman Rickard confirmed with staff that the definitions of alcove, units, and window requirements would be addressed again at the building department level.

Approved

Returning to the podium, Mr. Robertson discussed there were basically four issues raised during public comment: 1) traffic; 2) density; 3) types of units; and 4) amenities. Regarding the amenities, specifically the dog relief area (6 ft. x 150 feet), he expected the residents to utilize the garage for access to the area. An example followed with Mr. Robertson explaining that he would work with the management company so that they understand the process. The Level 1 would also have a corner area for animal relief. Per Mr. Robertson, access to the dog environment would be safe, accessible, and lighted for the tenants.

In addressing the streetscape, Mr. Robertson explained that the development was solving issues for the church parking, the resident parking and solving for grade. There were only two places where the floor lined up with the grade and he pointed them out. To introduce additional (retail) uses was a challenge and, therefore, he created active zones in the middle of the building to create interest in architectural detailing and scale, citing the church entrance. The goal of the building was to have residents use the downtown for shopping and to not put shops into the corner of Washington and Maple, especially when there was concern about safety and additional traffic. Having retail was not a goal.

Chairman Rickard pointed out how the Marquis compensated for having no retail by a providing a passive area for its residents and he questioned whether this developer could provide something between the sidewalk and the building, such as benches, landscaping, planters, so that residents could hang out, wherein Mr. Robertson pointed out those spaces that backed away from the sidewalk where such seating provided an opportunity. Next, Mr. Robertson addressed the two alcove (studio) units that were being offered and the affordability of such unit, where eventually someone moves from an alcove unit into a larger one-, two- or three-bedroom unit.

As for traffic, Mr. Robertson relayed there were challenges and drivers were generally distracted. However, the proposal would not change that. Mr. Robertson believed that it was a problem that already existed and it would take working with planning staff and the public works department to address safe ways to maneuver the intersection. Lastly, he addressed the many groups that meet at the church and the fact that the groups were at various times throughout the day which was appropriate for the project and it provided a different way to activate the site. Regarding the parking arrangement between the church and the developer, Mr. Robertson explained the agreement between the developer and the church was that the developer would be purchasing the church's property while the church would control the 71 spaces with a perpetual easement.

Regarding the heated garage, Mr. Robertson explained that a separation of space existed where the resident-side of the garage would be heated while the church space would not and the church would control the entry of vehicles and visitors with a grounds person to secure the door at night. Directional signage would be on the building to guide visitors. Further details were shared regarding the parking of buses. Per questions, no management staff would live on the site.

Mr. Robertson stated the proposed development will abide by the village's requirements as it pertains to construction noise. It will have a staging plan and a worker parking plan. Regarding the real estate taxes, he stated the church does not pay taxes and the other two parcels currently pay approximately $12,000. The new development would bring upwards of $600,000 a year with donations to the park and school districts as part of the approval.

Approved

Hearing no further comments from the applicant, Chairman Rickard closed the public comment. He invited further commissioner comment.

Commissioner Maurer voiced his appreciation to the Opus team and their players but pointed out the Village has an agreement with the developer that if a permit is granted to construct the building, the developer will donate $867,000 to the park district, $73,000 to School District #58 and $28,000 to School District #99. He explained the previous developments that Opus created in Downers Grove but did not believe this specific proposal was just there yet. Mr. Maurer explained how true urban environments differ from suburban environments and knew other, better options existed in the village. Furthermore, he spoke about the negatives of on-street loading/unloading for 167 units and the fact that the density being asked was too high (37%), given the average, and recommended lowering the number of units. He appreciated the public input on this development.

Commissioner Rector concurred and noted the fact that the commission had to be concerned about the precedent it will set. Secondly, she voiced concern about the increase in traffic with poorly operating intersections already and the fact that another future development will come to fruition that will add even more traffic congestion.

It was pointed out by a commissioner that the zoning map may have to be amended based on what was discussed -- to the extent the zoning restrictions affect property values -- he was not convinced they were not going to affect property values and the development would have a decrease in the public's health, safety, and welfare for all of the reasons voiced by Commissioner Maurer. While some commissioners believed it was a unique opportunity for the site, it just met some of the criteria, and still needed some fine-tuning. The traffic reports needed to be more current. Still, other commissioners had concerns of density, property values, and figuring out the loading/ delivery area.

Planner Zawila explained the options before the commission since the public comment period was closed: 1) table to a date certain in order for the developer to address certain items; 2) put additional conditions in staff's recommendations; or 3) vote on the matter as staff has recommended. Discussion followed on how the commission wanted to proceed. Per staff, the applicant was fine with the first option.

The commissioners agreed to table the matter to June 14th so that the applicant could address the following matters: 1) propose a new solution for the loading/receiving dock to lessen the impact of traffic; 2) provide relief and treatment of the western façade of the building so it fits better within the community and hide the mechanicals; 3) reduce the density; 4) further define the dog run area with better security and provide a rendering; and 5) provide further review of pedestrian and traffic safety at the intersection and on Maple Street.

MOTION BY COMMISSIONER RECTOR TO TABLE FILE 21-PLC-0006 TO JUNE 14, 2021. SECOND BY COMMISSIONER DMYTRYSZYN. ROLL CALL:

AYE: RECTOR, DMYTRYSZYN, BOYLE, JOHNSON, MAURER, PATEL, TOTH, RICHARD
NAY: NONE
MOTION PASSED. VOTE: 8-0

Approved

Chairman Rickard announced that the public will not receive another notice on this matter.

/s/ Celeste K. Weilandt
Recording Secretary
(As transcribed by MP-3 audio)

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

June 14, 2021, 7:00 P.M.

FILE 21-PLC-0006: A petition approval of a Planned Unit Development, a Rezoning from DB to DB/PUD and a Special Use to construct a 167-unit apartment building. The property is zoned DB, Downtown Business District. The property is located on the northwest corner of Washington Street and Maple Avenue, commonly known as 932 Maple Avenue, 928 Maple Avenue, and 5240 Washington Street, Downers Grove, IL (PIN 09-08-306-033, -034, and -035. Opus Development Company, LLC, Petitioner and Teachbeyond, Inc, LL Schulz, LLC and First Baptist Church, Owners.

Petitioner, Mr. Paul Robertson, the development director for Opus Development Corporation, 9700 Higgins Road, Rosemont, IL, provided an overview, for the residential proposal and explained how the proposal met compliance with the village's comprehensive plan and bulk standards. Five loading positions will be provided on-street versus three. One area the proposal did not meet compliance was in the area of density. The project will involve a contribution of $875,000 to the park district, $76,000 to the elementary school district, and $30,000 to the high school district. Currently the three parcels generate $12,000 of real estate tax and, using township estimates, the new proposal would generate $625,000 of annual real estate tax.

After listening to the residents and receiving input from the last meeting, Mr. Robertson explained the following improvements were made to the proposal: First, the initial density was set by precedence with the Maple and Main project (115 units translated to 132 units per acre) and the proposed density was still less than Maple and Main. The proposal's 167 units translated to 124 units per acre. Mr. Robertson noted that if the Maple and Main calculation was used, it would translate the proposal to 178 units, so he was requesting less density than what was already approved. Second, in n reviewing the alcove and one-bedroom units, three of the alcove units were shifted to two-bedroom units, making it available for multiple families. Third, comparing the proposal with the Maple and Main project, Mr. Robertson explained the proposal had 119 of 167 units of one-bedroom/alcove units while the Maple and Main project had 84 of 115 units alcove/one-bedroom units.

Mr. Robertson invited Ms. Ann Rainey, (retired) senior director with Valbridge and former alderman with the City of Evanston, to speak about density in a suburban downtown area. Ms. Ann Rainey, a resident of Evanston, Illinois and a retired member of the Evanston City Council, spoke about her involvement with the City of Evanston's planning and zoning, as well as economic development. She spoke about the positives that the Village of Downers Grove had to offer as far as its housing options and spoke about the petitioner's positive responses to the concerns raised at its last meeting before this commission. Ms. Rainey, pointed out that the developer for the Marquis on Maple chose a site that required its building to be "sandwiched" between two highly-desirable developable lots and the village had to understand that the northeast corner of Main and Maple and the northwest corner of Maple and Washington had under-utilized parking lots, as well as other uses further from the highest and best use, and would have to be eventually developed.

Ms. Rainey further explained that it resulted in the Class A Main and Maple mixed-use project and the proposed Class A Opus apartment building. Ms. Rainey voiced that there were concerns raised regarding the management of the proposed Opus building by private investors, wherein Ms. Rainey reminded the commissioners that such buildings were significant assets to the village and that it should have the best management company overseeing the property, seeing that professionals will be residing in the building. Ms. Rainey discussed her knowledge with various studies that talk about the apprehension of communities toward rental housing, which the studies dispel the myths. Details followed. As far as comments about having retail on the first floor, she believed the tenants of the proposed building should dine and shop in the stores located in the downtown area.

Ms. Rainey further spoke on how the proposal met the guidelines of the village's comprehensive plan, stating the proposed development is located where it should be. She elaborated that with the other developments, traffic has not increased, rental housing was in great demand, and that the tenants appeared to be the real concern.

Mr. Robertson recalled there were concerns about diminished property values and he invited Mr. Gary DeClark to speak to the matter. Mr. Gary DeClark, senior managing director and principal of Valbridge Property Advisors, shared his professional background in real estate and valuation and stated he has analyzed various types of properties. Reviewing his presentation, he discussed the surrounding communities that were similar to Downers Grove: Clarendon Hills, Elmhurst, LaGrange, Naperville, Westmont and Wheaton. The communities were analyzed for similar issues regarding the market, characteristics and residential housing. After discussing his presentation, discussing the various statistics, and explaining the process he followed, Mr. DeClark concluded that the median sales prices for Downers Grove and similar areas were increasing, the median market times were at an all-time low, and the total dollar volume of sales was increasing in the suburbs, which meant there was a population movement to the suburbs. When compared to other communities, Downers Grove was experiencing strong growth but not as strong as Elmhurst or Naperville. Lastly, Mr. DeClarck demonstrated that several condos throughout out the downtown, including the Marquis sold at increased values post 2018. Specifically with the Marquis the annual appreciation of those units that sold ranged from 2% to 13%.

Mr. Robertson then highlighted some of the additional changes that were made to the proposal, based on the comments received at the previous meeting: 1) the dog run will be added to the north property line and 100 feet of landscaped area between the main entrance and the west property line will be added for pet relief; 2) they estimate of 14 cats and 27 dogs were based off of a study from their largest property management company; 3) regarding the traffic study and how it was conducted, Mr. Robertson stated that village staff and the village's traffic engineer agreed with the KLOA traffic study; and 4) the intersection did not meet the warrants for a traffic signal but the petitioner agreed with staff regarding pedestrian safety and would improve the striping in the sidewalks on Maple and Washington Streets.

Michael Worthman, traffic engineer with KLOA, Inc., discussed his professional background and spoke about the various studies he has performed for the Village of Downers Grove. He reviewed the three stages of the study he performed regarding traffic and its impact, the existing roadway conditions, and existing traffic volumes. Mr. Worthman relayed that the pandemic was taking into consideration for traffic volumes. Mr. Worthman referenced the two access drives for the building, stating the two access drives on Maple Avenue would be eliminated, which should improve the flow of traffic, pedestrian safety, and circulation. Loading for the building would be available on

Maple Avenue with five parking spaces versus three, and with appropriate signage. Traffic volume numbers were reviewed, noting the site was a traffic-oriented design and more walking to the downtown would take place. Traffic numbers were reviewed, noting the traffic being generated was not a significant volume but that the roadway had sufficient reserve capacity to handle the traffic generated by the development. Further statistics followed. Mr. Worthman stated stop signs will be located at the access drives and he suggested that visual warnings be flashing when the garage door opens. Signage for the loading zone would also be installed and have designated loading hours from 7:00 a.m. to 3:00 p.m.

Mr. Robertson then explained that in working with staff, the five spaces for the loading zone were approved by the community development director. Move-ins would be managed/monitored by the professional management company for the building. An explanation of the building's garbage pickup process followed.

Mr. Dean Newins, Opus AE Group, 9700 W. Higgins, Rosemont, IL and architect for the project, discussed the adjustments to the streetscape and ways to activate the streetscape when no retail is an option. Another adjustment was to address the space from the southwest corner of Maple to the northeast corner of Washington Street, which had 14 feet of dropped grade across the site. He explained the solution was to create pedestrian zones and to bring the building out to the street, which would occur at the main residential entrance, also taking into consideration the church attendees, and to create energy on the corner. In between the areas heading west towards the Marquis and downtown, where there was no access to the building, enhanced landscaping would be created to create an interest to the façade using additional windows and lighting. Renderings followed. Mr. Newins explained how they revised the plans for the building entrance not only to work better with the streetscape but also with the Marquis building across the way. A solar study was further explained.

Mr. Newins then stated that life safety devices (sprinklers/strobes) and similar devices required on the street will be located on the façade of the building. Those devices that were not required would be located on the north side of the building just past the Church entrance. In order to access the building's core, Mr. Newins relayed that one parking space was removed to do that and now the proposal was seeking 233 parking spaces versus 234 spaces. A depiction of the studio floor plan followed. Updated renderings of the building were also highlighted.

Chairman Rickard invited commissioner comments/questions:

Asked if there was any concern about on-street guest parking with regard to the loading zone, Mr. Robertson explained that guest parking would be available after 3:00 p.m. during the week and available on the weekends as well as parking available on Washington. The western façade was also a positive. Asked why would cones be needed in the loading zone when it was designated as a loading zone with signage, Mr. Newins explained that a coordination between the building's management company, trash hauler and other regularly-scheduled services would be taking place, and if necessary, if a cone had to be placed in the zone in order to ensure a delivery, then it would be done. Per Mr. Newins, the existing tall arborvitae on the north property line would be removed. He further elaborated on the articulation of that area.

To Chairman's Rickard's question, Manager Zawila stated the loading zone will have designated village signage with the hours posted. As far as the cones, it was already a standard practice in the

village's downtown. Questions followed on how weekend move-in/move-outs are handled and whether the management company was only open during the week, wherein Mr. Robertson explained that the move-ins/outs are typically scheduled during the week and on Saturdays during the day when traffic is less busy. Regarding the traffic study and taking into account the 2019 traffic figures, a question was raised whether the Main and Maple project had been completed at that time or whether the change at the intersection of 55th and Washington was considered when the traffic figures were gathered.

Mr. Worthman clarified he was involved in the neighborhood traffic studies for the last 10 years in the downtown and the traffic volumes addressed that. He stated another traffic study using the 2019 was done and it showed the same operation and same level of service at that intersection. How that information was calculated was explained by Mr. Worthman. Asked if he looked at the safety of the Maple and Main intersection or just the volume, he clarified that he reviewed traffic accidents at the intersection from information from the Illinois Dept. of Transportation, pedestrian volume and church volume. A discussion followed on the peak hours of traffic, which Mr. Worthman explained were the P.M. hours. However, from a pedestrian and vehicle perspective, the A.M. peak was critical because it included the school and traffic volume peak at the same time. On Saturday and Sunday mornings the traffic was lower at the intersection and traffic was spread throughout the entire area.

Another commissioner asked about the type of fencing that would be installed wherein Mr. Newins explained that black aluminum tube fencing would be limited to the dog run area on the northwest corner near the sally port. No fencing would be located on the Marquis side. Mr. Newins confirmed that the requested density being sought did not change from the last meeting.

Chairman Rickard opened up the meeting to public comment. He briefly referenced the 22 comments that were received by email by 4:00 p.m. today of which 19 expressed support for the project and three opposed the project.

Mr. Pete Mesha, 940 Maple Avenue, referring to a slide, stated he was one of the three opponents of the project and asked about the configuration of the proposed building. He opposed the density, thought 27 dogs was a lot, liked the building facing the Marquis, and favored the solar study. However he with shifting the building back further, he was concerned that the view from the northeast corner of the Marquis will be more obstructed again. Mr. Mesha stated the traffic study did not reflect the "near misses" that many residents saw prior to the pandemic. He voiced concern about the challenges of having three multi-family entrances on the same north side with vehicles all trying to get out into the vehicle gaps that the stop sign causes.

Mr. Todd Smith, 940 Maple Avenue, referenced his 5/19/21 email to the Planning Commission which expressed gratitude toward the Planning Commission, after he attended the 5/17/21 meeting. He felt the commission was an advocate for him, his wife and the community. Referencing his email, he expressed his hope that Opus would consider the community comments as it pertained to density and scale. Regarding the new proposal, he found those concerns were not addressed and believed the project still could be viable to Opus by making some of the accommodations to lessen the negative footprint. He noted that Opus has used other projects as a precedent and asked the commission to not just consider precedent comparisons to make their decision. In addition, Mr. Smith discussed that if Opus really believed only 16% of the units would own dogs, they would not bother to create a dog run, create a pet parlor, or have fencing. Mr. Smith envisioned additional

pet owners. He suggested the commission not support the proposal because the petitioner did not address the concerns from the May meeting.

Mr. Tom Burns, resides at Maple and Main, and inquired about the length of the front loading spaces, the potential traffic patterns, and pedestrian safety. He suggested installing a school speed zone for a few blocks on Washington and Maple because children sometimes are not always visible. He also expected more pets than what the petitioner forecasted.

Ms. Jennifer Engle, 940 Maple, referenced her email to the commission. She voiced concern about the way the property taxes were being calculated, citing that Opus calculates it will pay $625,000 in taxes on 144,571 residential square feet of their building ($4.32 per residential sq. foot) as compared to her $11,645 property tax for a 1,715 residential square foot unit ($6.79 per sq. foot). She recommended that Opus pay more or she pay less. She also felt the density was not addressed and recommended that the alcove units be 7%, the one-bedrooms to 50%, and two-bedrooms to 40% and leave the three bedrooms at 3%, stating the villages was a family community. She felt the projected traffic study was a positive, a five year plan should be reviewed, and if a traffic signal is needed, then have Opus pay for a large portion of its installation. Ms. Engle struggled with the term "mixed use" when the building incorporated only the use of the church. She recommended Opus look at additional uses for its building for the community as a whole, especially as the building ages. Lastly, she inquired whether the grassy area on Washington and Maple Avenues was really grass.

Mr. Jordan West, a resident, pointed out that Opus constructed a similar building in Elmhurst but did not share any data about where the property taxes were in relation to the building they already constructed, i.e., what was the impact of the local property taxes in the surrounding buildings after their building was constructed. In order for the commission to approve the special use, Mr. West believed the commissioners should ask the petitioner to show that the building will not reduce property values, given the density. He called out that other planning commissions in other villages had asked the developer to reduce the density of their projects but Opus did not for this project.

Ms. Pam Borchardt, a Marquis resident, appreciated the changes the petitioner made; however, she did not appreciate Opus relaying that the village was an "urban" environment. Ms. Borkhardt stated the village was a "suburban" community. She inquired as to how many school children would be living in the building, what school would they attend, and whether a school bus would be stopping in front of the building twice daily. She voiced concern about the flow of traffic with vehicles trying to enter the village's municipal building, vehicles turning left, pedestrian safety, etc. Also, there was no discussion about the garage door for the church being up for 18 hours a day and concern about the homeless taking advantage of the garage.

Mr. Scott Richards, 1130 Warren, resident of Oak Tree Towers, described what his building experiences with loading zones – vehicles park and visit for an hour; he has had to chase vehicles out of the area, and finding the driver in the building is difficult.

Mr. John Symowicz, a resident of Marquis on Maple, opposed the request for a special use sharing that the village codes states 54.5 units per acre and the proposal is 167 (wherein Commissioner Maurer corrected his calculation). Mr. Symowicz inquired as to why so much money was being donated to the park district versus the school district. He did not support the building being constructed next to single-family homes, had issues with the loading zone, pointed out the loading

zone appeared to be approved prior by the community development director, whereas, in the code (Sec. 28.4.030 PUD) it said the loading requirements may be modified by the Village Council. He pointed out that deliveries and garbage trucks block his building.

Ms. Shannon Lucas, a resident of the Marquis building, voiced concern that real estate figures could not be used due to the recent pandemic. She relayed that while there was a need for housing now, when the market flattens out, who would be occupying the building? Ms. Lucas pointed out that if there really was a lack of housing in the downtown then the nearby buildings would be filled but they were not. Ms. Lucas pointed out that in LaGrange there were no buildings as large as the one being proposed and the ones they had did have vacancies. The apartment buildings in Clarendon Hills were located south of 55th and were adjacent to Route 83 and were not in a comparable downtown area like Downers Grove.

Mr. Dennis Gonier, 5252 Washington St., supported the proposal, spoke about his relocation to Downers Grove when the construction was occurring at that time five years ago, and then meeting with development staff to discuss his complaints at the time. Over the next five years, Mr. Gonier discussed the improvements that took place after that construction and the positives of the growth. He appreciated having staff's input on this matter.

Mr. Richard Joseph, 5500 Washington Street, stated the level of cooperation from Opus has been very good, citing previous projects. He and his wife supported the proposal and believed it was good for the community.

Ms. Joy Symowicz, a resident of the Marquis building, expressed concern about safety near the loading zone where drivers can make U-turns. She asked if a crossing guard will be in place for students, whether there will be a school zone, and is there going to be parents queuing their vehicles for their children. She asked the commissioners to look at the area again.

Mr. Paul Graham, 3855 Douglas Road, a visitor of the downtown area, shared positive comments about the area and the proposed building, stating the tenants of the proposed building will be residents not necessarily ready to start a family, but will be frequenting the restaurants and going out socially, until they want to start their family. The building enhanced the community and was a great utilization of the parcel.

Mr. Scott Robinson, 5837 Spring Side, a lifetime resident, thought the development was a positive. He commented that police could reinforce safety, owners can pick up after their animals, and in general it was great to see the foot traffic in the downtown area. Stores were not shuttered; it brought revenue to the village and it increased property values. He said to focus on the overall benefits.

Mr. Jim Freko, 5918 Ridgewood Circle, supported the proposal and supported having more one-bedroom units because young people enjoy living in the village and will remain here. Many do not want to relocate to downtown Chicago so they move into Burlington Station and take the train to Chicago. While the community wants families, there is a need for the one-bedrooms.

Pastor Don Zimmerman, has been a resident since 1976, and saw the village when it was struggling years back. He expressed appreciation to this village's leadership as it relates to development. As the pastor for the First Baptist Church, he explained the travel route – an alleyway -- the school uses

at dismissal. However, he said some parents walk their children across Maple Street. He supported the project and appreciated being a part of the project.

Mr. Steve Chraska, 9S318 Cumnor Road, spoke to the affluence of the downtown area and being able to experience it in the last 8 months versus the past 14 years where he has resided. He wished he could have lived closer to the downtown area. He supported the project.

Ms. Monica Bonefield, represents "Teachbeyond" located in the building next to 932 Maple Avenue and discussed this project offered her an opportunity to market her services to school start-ups around the world in marginalized communities. She supported the proposal, enjoyed patronizing the restaurants in the downtown, and hoped such businesses would flourish.

Mr. David Morrell, 510 36th Street, shared why he relocated his family to Downers Grove but often wondered where the downtown was heading and was concerned about property values. Over the past 33 years development has improved, services have improved, but taxes were too high. However, the building offered positives for people downsizing. He supported the proposal.

Ms. Theresa Schultz, owns 928 Maple Avenue, has an office at 947 Maple Avenue, and resides at 1307 Maple Avenue. She supported the project because she believed in the project, pointed out that three property owners came together, and the parcel offered nothing for retail because it sat near a parking garage and there was noise, so an apartment complex was perfect. In the last three years since the developments arrived, she said more restaurants and retail stores have come in and brought in foot traffic. As a real estate broker, she has brought in over three dozen businesses to the downtown in the past three years, noting Gia Mia's was her last business brought in. She spoke of the affluence of some of her recent renters who eventually move out locally. She has a waiting list of restaurants that want to be in the downtown and it was also safer in the downtown with the additional foot traffic.

Hearing no further public comment, staff was invited to report.

Development Planner Flora Ramirez reviewed her staff report and referenced the map on the overhead as it pertained to the request for a special use and a rezoning to construct a 167-unit apartment building on three lots located at Maple and Washington Streets. An overhead map was referenced. Per Planner Ramirez, the petitioner provided changes, upon hearing commissioner input at the May meeting, and has revised the following: the loading area, provides pedestrian scale improvements, the dog run area, and reviewing the pedestrian and traffic safety at the intersection. Details of the above changes followed along with a calculation of the building's height, floor plan revisions, and updated elevations. Staff noted the comprehensive plan called for the site under discussion to be a combination of transit-oriented development with greater residential density to create a vibrant downtown and provide economic sustainability to the core of the downtown. The site was also identified as a Catalyst Site B-11 which called out for additional multi-family residential buildings. Lastly, the plan recommended the redevelopment of key sites which were pedestrian oriented, provide quality architecture, and create a sense of enclosure.

Planner Ramirez referenced the petitioner's findings of fact which reflected that they met the standards for rezoning, the planned unit development, and the special use criteria. Staff concurred with the findings and recommended the Plan Commission forward a positive recommendation to the village council.

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Chairman Rickard inquired whether the village/Plan Commission had input regarding school zones, bus stops or school signage or was it just the school district, wherein Manager Zawila explained that a process existed whereby the school would have to petition the village for the school zone. It would have to be reviewed by staff and the Transportation and Parking Commission. In response to a question regarding who dictates bus stops locations for students, the public school district, dictated bus stop locations. With regard to the taxing bodies and what they receive, Manager Zawila confirmed t the school and park district donations are formulas calculated by a village ordinance. The size of the loading zone was dictated by village code, Section 28.7.140 - Off-Street Loading. Regarding the entrance into the church garage and its location to the driveway of the public garage, Manager Zawila confirmed there was another driveway between the two; however, final engineering would take place to review those details.

With regards to extending the hours of the loading zone, Mr. Zawila indicated more discussion could take place; however, it becomes a balancing act of the downtown and the village does try to work with the property owners with those move-ins that are off-peak. He was open to hearing the discussion on that matter. Regarding density, staff was asked how it evaluates the matter wherein Manager Zawila explained that past densities are considered but no specified number is associated with a density number in the PUD process. Asked why the "continental-type" crosswalk was chosen and what were other solutions reviewed, Manager Zawila explained a number of options were considered, taking into consideration the traffic study, the petitioner's testimony, input from the village's traffic engineer and the public work's department review. While a traffic signal was suggested, he stated it was not warranted at this time, so other visual options were considered; the continental crosswalk was recommended and used at other sites.

Asked if the public parking garage, which sits vacant after hours, could be used for visitors, Manager Zawila indicated that staff was in the process of working with the Transportation and Parking Commission regarding improvements to downtown parking, but it was temporarily put on hold because of the pandemic. Per a commissioner question on whether the two existing developments and a third proposal nearing (this building), was the proposal achieving the guidelines of the comprehensive plan, wherein Manager Zawila explained that the proposal met several number of components of the comprehensive plan and also met the design guidelines, which was why staff continued to support the proposal.

Commissioner Maurer confirmed with Planner Ramirez that the existing zoning district for the site was Downtown Business, while an underlying zoning district existed within that district that outlined a number of bulk regulations. Yet, he mentioned that the village was encouraging developers to go beyond the PUD, wherein Manager Zawila explained the PUD was the tool that allows a developer to go above what the underlying code allows. Commissioner Maurer suggested writing it into the code. Chairman Rickard voiced his contention with the term "mixed-use" since it was a purely residential project. He believed a services-oriented business, such as a bank or medical office would be an appropriate use to add to the ground floor of this type of building. He too enjoyed the foot traffic, but envisioned the first floor of the building to include realtor offices, or medical uses – more of a destination. Otherwise, he supported the development.

Responding to the questions raised, Mr. Newins, the architect, explained how the northwest corner of the building was reviewed in relation to the Marquis building, taking into consideration the comments that were received and trying to create something that was appropriate for the entire

relationship, which impacted the solar study, the distance, and the space in between. The length of the loading dock would be 113 feet in length and would fit two large trucks. Mr. Newins stated he was willing to work with staff regarding the need for traffic cones, hours, etc. Responding to a resident's question, there would be grass between the sidewalk and the curb on the Maple and Washington corner.

Mr. Robertson, development director for Opus Corp., returned and responded to the public's questions, specifically he explained the calculation that was used for real estate taxes for the Maple and Main building; the number of school age children in the proposed building was based on tenancy but he estimated from 6 to 9 school-age students; the current occupancy rate for the Maple and Main building was 95%; and the school zone signage would have to be petitioned by the private school but as the pastor explained, a current process was working. Mr. Robertson stated he would work with the school if necessary. He also reiterated that the comprehensive plan envisions such a building for the location -- it was a catalyst site and the building represented the future vision of downtown per the plan. It met the criteria of the bulk regulations and the building was less dense than the others on the block.

Chairman Rickard invited commissioner discussion, wherein comments included that the petitioner's comment that they were "less dense than the others on the block", was clarified to say they were "less dense than one other project on the block." In comparing three other such projects such as Maple and Main, Burlington Station, and the Marquis,

Commissioner Maurer pointed out the proposed application was 40% denser than those three on average. He believed one building in the downtown could not be held as a precedent for future buildings going forward, because if that were the case, one would have to consider how the Maple and Main building (132 units per acre) was constructed as compared to the proposed 124 units per acre), taking into account the building's grade and burying the parking versus a two-story parking wall. To use that building as a precedent was an extreme. Mr. Maurer relayed that the proposed building was 227% of the allowed underlying density on the site and he asked if that was the precedent the commission wanted to set. He would not support the proposal.

Commissioner Dmytryszyn favored the attractive design of the building and appreciated the petitioner's changes, but he had similar concerns about precedent setting and preferred the village council making that determination. He voiced reservations about the safety measures that were presented.

Commissioner Boyle agreed with the comprehensive plans recommendation for the use, but not at such density. While people preferred retail, sometimes the market was not there. He did not know whether the safety concerns that exist today would be multiplied or not, given the site was transit-oriented. He believed the proposal met the criteria and he supported the project.

Other commissioner comments were positive, were responsive to the commission and the public, the project met the intention of the comprehensive plan, and the project should move forward.

Chairman Rickard supported the project, but preferred a condition to have the parking deck underground and having public space on the first floor with plenty of services to be considered for that space. He asked commissioners if they felt the standards for approval had not been met -- no comment followed. Manager Zawila offered to review the restrictions for the loading zone spaces

and suggested that commissioners not put a time restriction on them without first speaking to the traffic engineer. Chairman Rickard proceeded to point out how Main and Maple created a first floor restaurant with glass, while the Marquis had no retail but inserted glass and seating areas to their common areas at the street level. The Acadia on the Green, he noted, had retail with the floor elevations changing. It was further clarified by Manager Zawila that the first floor commercial presence lessened as you moved closer to Washington, further stating that there is no commercial presence on the first floor facing Washington, with the easternmost building of the Acadia.

Chairman Rickard entertained a motion.

WITH RESPECT TO FILE 21-PLC-0006 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, THE TESIMONY PRESENTED, AND THE PETITIONER HAVING MET THE STANDARDS OF APPROVAL FOR A PLANNED UNIT DEVELOPMENT, ACCOMPANYING REZONING, AND SPECIAL USE AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE, AND IT BEING IN THE PUBLIC'S BEST INTEREST, COMMISSIONER RECTOR MADE A MOTION THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF A 167-UNIT APARTMENT BUILDING, SUBJECT TO THE FOLLOWING CONDITIONS:

1. **THE SPECIAL USE, PLANNED UNIT DEVELOPMENT AND REZONING SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, RENDERINGS, ARCHITECTURE PLANS PREPARED BY THE OPUS GROUP, DATED JUNE 9, 2021, ENGINEERING PLANS PREPARED BY SPACECO, INC. DATED JUNE 8, 2021, LANDSCAPE PLANS PREPARED BY IRG, DATED JUNE 8, 2021, AND TRAFFIC PLANS PREPARED BY KLOA DATED APRIL 2, 2021 EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES.**
2. **THE PETITIONER SHALL CONSOLIDATE THE THREE LOTS INTO A SINGLE LOT OF RECORD PURSUANT TO SECTION 20.507 OF THE SUBDIVISION ORDINANCE PRIOR TO THE ISSUANCE OF ANY SITE DEVELOPMENT OR BUILDING PERMITS.**
3. **PRIOR TO ISSUING ANY SITE DEVELOPMENT OR BUILDING PERMITS, THE PETITIONER SHALL MAKE PARK AND SCHOOL DONATIONS IN THE AMOUNT OF $978,843.91 ($872,839.84 TO THE PARK DISTRICT, $76,591.51 TO ELEMENTARY SCHOOL DISTRICT 58, AND $29,412.56 TO HIGH SCHOOL DISTRICT 99).**
4. **THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC SUPPRESSION AND AN AUTOMATIC AND MANUAL FIRE ALARM SYSTEM IN ACCORDANCE WITH THE VILLAGE'S REQUIREMENTS.**
5. **PRIOR TO THE ISSUANCE OF ANY BUILDING OR DEVELOPMENT PERMITS, THE PETITIONER SHALL PAY TO THE VILLAGE TREE REMOVAL PERMIT FEES SUBJECT TO VERIFICATION BY THE VILLAGE FORRESTER; INCLUDING AN ADDITIONAL $580 CONTRIBUTION PER TREE THAT CANNOT BE REPLACED IN THE PARKWAY.**
6. **ALL SIGNAGE FOR THE APARTMENT BUILDING AND FIRST BAPTIST CHURCH SHALL CONFORM TO THE VILLAGE'S SIGN ORDINANCE.**

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SECOND BY COMMISSIONER PATEL. ROLL CALL:

AYE: RECTOR, PATEL, BOYLE, TOTH
NAY: DMYTRYSZYN, MAURER, RICKARD

MOTION PASSED. VOTE: 4-3

/s/ Celeste K. Weilandt
Recording Secretary
(As transcribed by MP-3 audio)

Public Comments Received After Plan Commission (June 14th, 2021)

VILLAGE OF DOWNERS GROVE

Flora Ramirez <framirez@downers.us>

Opus Development at Maple and Washington

Joshua T. Hearne [redacted] > Wed, Jun 16, 2021 at 10:18 AM
To: spopovich@downers.us
Cc: jzawila@downers.us, framirez@downers.us

Hi Stan,

I wanted to let you know that I'm a resident of Downers Grove and came across an article on this project. I would like to say that I would be in support of the project for a few reasons. I have watched our downtown area flourish over the last few years with new restaurants and shops, but worry that there isn't going to be enough business to support them all (the existing ones as well as the new ones). The two recent projects in town that are similar to this I feel helps retain and attract population density to the downtown area. They also provide new/fresh curb appeal to the area.

cawley CHICAGO

Joshua Hearne, SIOR

Principal

[redacted]

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www.cawleychicago.com | View our Youtube

LinkedIn profile

Confidentiality Note: This email may contain confidential and/or private information. If you received this email in error please delete and notify sender.

June 26, 2021

The Honorable Bob Barnett, Mayor
Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

21-PLC-0006
Rezoning, Special Use: Washington St. & Maple Ave.

Dear Mr. Mayor:

We expect the captioned proceeding to come before the Village Council in the days ahead. The prospective Opus Development apartments project, despite a lengthy review and hearing process, continues to present unanswered questions and troubling issues. We urge the Village Council, under your leadership, to thoughtfully weigh the broader impacts of this rezoning and special use application.

This matter, despite the approvals received, warrants further careful consideration. Our community will live with this development for decades.

Please give thought to the following:

[1] Is this the highest and best use for the Washington and Maple corner? The Plan Commissioners, the public too, have been inundated with data, expert testimonies, artists' renditions, and traffic minutiae. But does this project respect the historical nature of the area? Is the architectural design innovative and appealing, or merely commonplace? Are there no better alternatives for our Village?

[2] Does the proposed construction contribute to the realization of the goals of the 2017 Comprehensive Plan? It is claimed the project does. Maybe, on a technical level. However, will the project present a welcoming gateway to downtown, walkability, or the ambiance our downtown seeks?

[3] The proposed 167 new rental dwellings will contribute to a vibrant and prosperous downtown Downers Grove? A parade of speakers at the last meeting of the Plan Commission attested to this advantage. It would be nice, but is it true? No evidence was offered to sustain this point of view. One with equal vigor could assert it will not happen this way. Will these new residents not shop along Ogden Avenue, 63rd, or 75th as is the case now? We believe downtown needs a grocery market. Then shoppers might remain to do their banking, enjoy lunch, or shop.

[4] Why rentals? Why not condominiums? The Opus response: they do not build condominiums. The question remains unanswered. Condominiums would be a lesser burden upon Village services and utilities. The property tax receipts might well be greater.

[5] If rental apartments, must they all be exclusive "luxury" rentals? Should provision not be made for some affordable rental residences? Sooner or later, the Village must face this need.

[6] Has the impact upon the local rental market and small landlords been considered? Or does that not count? Is there such a need for rental housing in Downers Grove that Burlington Station, Maple & Main, and many smaller renters will be unaffected by the construction of 167 more rentals?

[7] Is it OK to place neighbors in shadow and shade? The western facade of the development rises at least seventy feet and five residential floors. This construction deprives homeowners in the adjacent condominiums of pleasing eastward views, and blots out the morning sunlight until about 10:00 AM. Can the Opus amenities area be relocated to the western side of the Opus towers, rather than in the center? This redesign would make the project far more acceptable. Unaffordable, or just inconvenient?

[8] Should three parcels be rezoned to permit a Planned Unit Development? Is the proposed construction " . . . sensitive to the adjacent height and massing of nearby buildings", "pedestrian oriented and walkable", and a suitable "transition from downtown to adjacent residential areas" as the Comprehensive Plan calls for?

[9] On what basis can a Special Use Permit be granted when the authorization is so detrimental to those neighboring the development? The site to be developed is not zoned to permit the dense, heavy, and towering construction proposed. Property values will likely decline in the neighboring Marquis condominium building and elsewhere. The interests of surrounding property owners are not respected as a special use permit requires.

Thank you for reading this far. Henry Ford is reported to have said after being swamped with figures by his accountant, "That's enough, Charlie, I have the smell of it now." This letter is now enough, too. Maybe we all have the smell of this development.

Sincerely,



Donald W. Stapleton
[redacted]
Downers Grove, IL 60515-4995

Copies to Commissioners:

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